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S.S. CHANGTE

S.S. CHANGTE is expected to leave Hong Kong for Australian ports via Manila on or about 3rd July, instead of as previously advertised.

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LONDON AIR-MAIL LETTER

Commercial Traveller Of The Empire: "Admirable Crichton." Col. Walter Horsley: Trinity House: Not Over-Worked: Time Off For Golf: Sport And Politics: Non-Paying Listeners: Shore Lighthouses:

(Special Air-Mail Service)

London, June 2.

"We are proud to acclaim you as the commercial traveller of the Empire," was the message sent to the Prince of Wales yesterday by 400 delegates at the annual conference of the United Commercial Travellers' Association of Great Britain and Ireland, which opened in Belfast.

A substantial increase of membership of the Association during the past year, the jubilee of the organisation, was mentioned in the council's report. The membership, it was stated, was a record in the history of the Association. It was reasonable to look for still greater achievements with the present improvement in trade.

Captain Hope Morley, the retiring president, said that they were still improving.

Sir Robert Baird, Belfast, who was elected president for the ensuing year, was unable to attend owing to indisposition.

SOCIAL DISTINCTIONS

A friend tells me of an amusing episode concerning Torao Kono, Charlie Chaplin's Japanese "Admirable Crichton," who received a parting gift of £17,000 from the film star on retiring from his service—during Chaplin's last visit to London.

It was at the time of the launching of "City Lights," when Chaplin was inundated with callers, telephone inquiries, and "fan mail." My friend was waiting in the busy outer room of Chaplin's suite in his London hotel.

One of the secretaries took a telephone call, and turning to Kono with her hand over the mouthpiece, told him to inform Mr. Chaplin that a certain lady wished to talk to him.

Kono started to walk into the inner room, then, struck by a thought, turned back. "Say," he observed, sotto voce, "Mr. Chaplin's pretty busy this morning. Is it a 'Lady' or only a 'Mrs.' that wants him?"

"BRITISH MATRONS" SON

Col. Walter Horsley, honorary colonel of the Artists Rifles, who died recently, was himself something of an artist.

Although the famous Territorial regiment is open to members of all professions, it has numbered many distinguished artists among its commanding officers, including Lord Leighton, who was only slightly more enthusiastic as an

amateur soldier than his contemporary, Millais.

Col. Horsley's father, J. O. Horsley, R.A., was responsible for beginning the famous "British Matron" controversy over a picture 43 years ago.

The Chantry Trustees had bought the nude picture by Philip Calderon, R.A., "St. Elizabeth of Hungary's Great Act of Renunciation," Horsley wrote to the Press attacking the trustees' action, and signed the letter: "British Matron."

In the heated controversy which followed, "British Matrons" of both sexes questioned the artist's historical accuracy, maintaining that the saint had not really stripped herself before the altar to show her aversion from the pomps and vanities of the world.

EXPENSIVE EDDYSTONE

Trinity House is the general lighthouse authority, and the income of the fund is derived from the light dues—exactied mostly from pilotage fees from the ports and harbours of the British Isles.

The most costly lighthouse since it was first built in 1695 must have been the Eddystone. No fewer than four towers have been built. The first was swept away in the great storm of Nov. 20, 1703, with its builder, Henry Winstanley, inside it.

The second, Roderick's tower, withstood the onslaught of the waves, but was burnt in 1755.

The third, Smeaton's tower—was built of stone so successfully that it was not till 1877 that the Corporation of Trinity House, for various reasons, decided to supersede it with the present structure.

NOT HARD WORKED

By their innings victory at Oxford yesterday the Australians are given another day's clear rest. The Essex match ended before lunch on the third day, and I cannot remember any turn in which the visiting team have been less worked.

In point of fact, Woodfull's side have not yet had to play a second innings, and have only twice been all out even in the first innings.

While gratifying enough from the prestige point of view, these overwhelming victories are not welcomed by all members of the side.

The young men are naturally anxious to get all the practice they can on English wickets, and there

is keen competition for the last two or three places when it comes to the Tests.

YOUTH AND POLITICS

The part played by sport and organised athletics in attracting the interest of youth to politics has not been overlooked by Conservatives.

I understand that the Conservative party chiefs have been conferring recently as to the best method of establishing sporting organisations for the benefit of the younger members of the party.

The names of Lord Howe and of Lord Burghley have naturally been put forward as possible heads of the new organisation. Both have the necessary political standing and pre-eminent reputations as sportsmen in their respective spheres.

Lord Burghley, in particular, as chairman of the Junior Imperial League, will have had practical experience of work in which sport and politics go hand in hand.

ARTISTIC TEMPERAMENT

Loud-speakers carried Sir Nigel Playfair's and Mr. John Drinkwater's Shakespearean speeches beyond the confines of the Regent's Park Open-Air Theatre yesterday. Realising this, an overflow and non-paying audience seated on the grass outside enjoyed these and the music.

They missed, however, one feature of this production of "As You Like It." The temperamental sheepdog belonging to Amiens (Mr. Leslie French) scored a decided success, his exuberant entrances and exits always raising a laugh.

Once upon the stage his interest waned. At one moment he decided to attract attention by barking, having to be quieted by a bail. And when his master was singing "Under the greenwood tree" he lay on his back with his legs in the air.

LIGHTHOUSE COSTS

It is an expensive business to run lighthouses. The average annual cost of an English shore lighthouse—the least expensive model with two keepers—is nearly £500. Shore lighthouses with three keepers and siren fog signal work out at about £300 a year more. A rock lighthouse with four keepers and an explosive fog signal is more expensive still, costing about £1,300 annually to maintain.

I mention these figures as they serve to explain the size of the budget of the General Lighthouse Fund. The fund last year had an income of £231,500 and spent £278,240 on the upkeep of the lighthouses round the coasts of the British Isles.

The fund is the general budget for the three great lighthouse authorities, Trinity House (which controls the English coasts), the Commissioners of Northern Lights (Scotland and the Isle of Man), and the Commissioners of Irish Lights (who control the Irish coasts).

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AUTO CAR ROAD TESTS

The Austin Twenty
Landaulet

In face of the attention devoted to the many excellent small, inexpensive cars of popular type, value for money among the larger vehicles is apt to receive less notice than it merits by some of the cars in this class. Especially where the big chauffeur-driven vehicle is concerned, yet this is a style of car sold in considerable numbers, and it as much deserves attention in its way as any other type of car.

A very good example is the Austin Twenty Landaulet, which, at £595 as either a landaulet or a limousine, is really remarkably good value for this class of car, taking into consideration its capabilities on the road, its seating capacity and its impressive appearance. In style and finish this distinguished Austin model is thoroughly in keeping with the work for which it is intended.

Modestly, the makers claim for it a performance of 8 to 60 miles an hour on top gear. Obviously the upper end of the performance scale is of practically no interest with a car of this description, but it is none the less a fact worth mentioning that the makers' claims are easily bettered, for this heavy, stately town carriage will exceed a mile a minute over a measured distance. In fact, 62 m.p.h. or so is within its abilities without assistance from gradient; as to the important lower end of the speed range, a walking pace of 3 or 4 m.p.h. is possible on top gear without snatching the engine firing regularly.

Easy Running

However, probably the chief point of the road performance is its "easy running" at 40 to 50 m.p.h., anywhere in which range of speed the car settles down very well. Indeed, travelling with most satisfactory ease, without the speed being at all apparent, wherein its comparatively high top gear ratio is valuable, so that a journey of considerable length is covered tirelessly. The car gets into a swing as it were, and climbs well without having to come off top gear at all frequently. In town it is a quiet, flexible vehicle, and the steering not too low geared, yet is not heavy.

The other gear ratios are fairly low, and on the level the car can start as a normal procedure on second, the changes up to third and top being very greatly facilitated by the synchromesh mechanism used on the 1934 model. This gives a particularly pleasing change between top and third, both up and down, it being possible to change with a single depression of the clutch, moving the lever straight through without hesitation. Third is notably quiet running, nor are the other gears at all conspicuous.

As to the more considerable type of hill, third gear suffices up a quite long gradient with a maximum of 1 in 24—a hill

which cannot easily be rushed in advance, and Brooklands Test Hill, with its average gradient of 1 in 5 and maximum of 1 in 4, was climbed on second gear when approached at 25 m.p.h. A most reassuringly certain start was made, from a standstill on the 1 in 4 section.

Spacious Comfort

In a car of this type the back compartment is, of course, all important, and the Austin Landaulet at once suggests spacious comfort, which in practice is found to be fully borne out. The car tested had Bedford cord upholstery for the rear seats. The main seat is of ample width for three passengers, and there is a wide folding centre armrest, as well as softly upholstered armrests at the sides. The amount of leg room is thoroughly generous, and entirely adequate even when the two folding seats are in use, these normally folding back against the partition. The glass window in the partition can be wound down so as to make the car suitable for owner driver use.

None of the fittings appropriate to this style of car is lacking; for instance, there is a telephone for communication with the driver, blinds are provided for the side windows of the rear compartment as well as for the partition window, there are pockets for oddments, a companion set at either side, a roof net, two roof lamps, which give a pleasing, subdued light, and a roof ventilator. One particularly noticeable feature of this car is that owing to the depth of the windows there is a very good sense of light and space inside; incidentally, the whole of the glass is Triplex.

Controls within Reach

As to the driver, he has the controls well within reach, the gear lever is long, and the window in the off-side forward door has a quick-acting lever control which works very lightly. The adjustable glass wind-deflector panels at either side of the forward windows are valuable in that the side windows can be lowered, yet draught is not felt. With the partition window raised, of course, the occupants of the back compartment can suit the ventilation to their own tastes. Also, the rearward section of the roof can be folded down to give a partially open effect.

The instruments are grouped in front of the driver, whilst on the left-hand side is a big cubby hole; the speedometer, it is interesting to note, proved slow throughout the range. A double-blade Berkshire screen wiper is used, there is a hinged tinted glass visor for protection against sun glare, and ventilators are fitted in the scuttle sides; these would be valuable in hot weather. The upholstery of the front seat is in leather and the position of this seat is fixed.

MOTOR JOTTINGS

RUNNING-IN THE NEW
CAR

When an engine is running heat is being generated by the burning of the gases and by the friction of the moving parts. Unfortunately, this heating is not uniform throughout the structure. For instance, the cylinder block is subjected to intense heat in the region of the exhaust valve and a cooling blast through the nearby inlet valve. For this reason the engine's shape is constantly changing.

It is true that the changes are only order of a fraction of a thousandth part of an inch, but if the engine is forced too early in its life, while the material is still settling down, the rate of change may be so rapid as to cause local overheating and seizing of the bearing surfaces. Although these local blemishes may not be sufficiently severe to warrant scraping the parts, nevertheless they mar the efficiency of the unit, and later in its life they will cause falling off in power and excessive oil consumption.

Although modern grinding and lapping processes put a wonderful finish on cylinder walls and bearings, these surfaces are really a matter of "hills and valleys" when viewed under a microscope. The object of running-in is, first, to allow the parts of the mechanism to settle down to their work gradually to avoid local seizing and distortion of the bearing surfaces; secondly, to work the bearing under easy conditions until they have lapped themselves in and the "hills and valleys" have been smoothed out. When the bearing surfaces are perfect, and the metal has settled down, the running-in process is complete.

This brief explanation has been given because, once the novice realises what is going on inside the engine, common sense will guide him along the right path.

The First Journey

When taking delivery of a new car make sure that the level of the oil in the engine comes at least up to the "full" mark on the dipstick. In the first instance it is better to overfill by a quarter of an inch than to underfill by a similar amount. The first tankful of petrol, at all events, should be a recognised No. 1 grade of spirit, to which has been added the recommended amount of upper cylinder lubricant. The brands of upper cylinder lubricant that are treated with colloidal graphite are valuable.

While the engine is cold, test the stiffness of the bearings and pistons with the starting handle and learn to differentiate between the kick of the compression and the tightness of the bearings. The resistance of the compression has a springy feel and the pull of each individual cylinder can be distinguished. Bearing stiffness has a "dead" feel. Do not be frightened if the bearings of your new quantity-produced car are so stiff that the engine cannot be turned over by the handle, but such a state of affairs should warn you to be extra cautious.

Having completed your initial starting-handle test, make a mental note of the amount of effort to turn the handle, as, by comparison with subsequent tests conducted at 100 mile intervals, you will be able to gauge fairly well how the running-in process is going along.

In starting the car avoid, during its first 1,000 miles, excessive use of the stranger or slow-running carburettor so as to prevent filling the cylinders with a wet mixture that tends to wash the lubricating oil off the walls. As soon as the engine fires and commences to run evenly, as it will within a few seconds, press the accelerator down until the speed of the engine is equivalent to a pace that is rather faster than a brisk tick-over and, at the same time, release the stranger or mixture-enriching control.

It is always desirable to avoid a slow tick-over because, when the engine is turning fairly fast, it is throwing an adequate supply of lubricant over the cylinder walls, and, moreover, it is running at more nearly its normal temperature. The whole secret of successful running-in is not to subject the parts to extremes in loads and temperature, and to guard against local seizing by an adequate flood of oil.

Depress Clutch Pedal When Starting

Do not lose sight of the fact that the gear-box bearings and parts of a new car are also stiff, as is the synchromesh mechanism if the car is so fitted, or, indeed, any other type of gear box. You will, therefore, facilitate engine starting if you press the clutch pedal right down while operating the starter.

On the road the feel of the car and note of the engine are better guides to the correct driving speed than the needle of the speedometer. Avoid extremes. Try to keep. This engine running at an even and rather sedate speed. This may be taken as being less than half the maximum that the car is capable of when it is fully run-in.

On slight down grades take your foot off the accelerator when the pace of the car becomes too high. The suction created in the cylinders by this action will draw the lubricating oil up the walls. When ascending hills labouring must at all costs be avoided. Change down early and stay on the lower gear until the gradient eases off again; when on the lower gears avoid racing the engine. Listen to the engine's note, for that is the best indication of its general well-being. The car is always a better guide to any machine-jumping process than the eye. If you are delayed in a traffic block your foot on the accelerator so that the engine is held to a satisfactory speed, and not allowed to tick over slowly.

At the end of about 200 miles you will notice that the engine is beginning to free quite nicely. Now comes the most important series of operations in the life of the car. Have the car thoroughly washed and run the engine until it is hot. Drain the oil out of the sump, and while the engine is still hot, tighten down the cylinder head nuts and the nuts holding the carburettor to the manifold, and the manifold to the cylinder block.

Get under the car and tighten the screws or nuts holding the sump to the cylinder block, for, on most modern low-priced cars, the sump is a thin steel pressing, and there is a thick cork washer between it and the cylinder casting. This washer settles down during the first 200 miles, and if the sump screws are not tightened down small oil leaks may develop at the joints.

Allow all the oil to drain out, and then replace the drain plug and half fill the engine with flushing oil. Run the engine for ten minutes at a brisk tick-over and then drain the flushing oil into clean cans.

"Poison" to the Lubricant. During the process of manufacture a certain amount of dirt has got into the engine. To this are added the microscopic particles of cast iron, aluminium, steel, and white metal worn off during the running-in process. There are also probably some particles of carborundum that have been used in the grinding operations during manufacture and have worked their way out of the pores of the metal. These substances are the poison in the system of the engine, and that is why the flushing operation is so important.

Once the flushing oil has been drained out of the engine the second stage of the running-in process commences—the burnishing of the working surfaces. Half fill the sump with oil, and then tip into it the correct proportion of graphited running-in compound. After that pour in the remainder of the oil.

Lubricate the car thoroughly, and by that I do not mean just putting a grease-gun on the nipples. Fill the gun with a very fluid grease and pump a plentiful supply into each nipple. With cycle oil lubricate the door hinges, bonnet hinges, bonnet locks, and all moving parts unprovided with lubricators. Go round all the engine controls with an oil-can, put vaseline on the contact-breaker cam, and on the battery connections. Grease the ratchet pawl of the hand brake, and then oil every one of the many joints in the brake mechanism and turn the pin until it is free. It does not matter how well your car's brakes are designed, if the joints in the mechanism are not work-

ing freely the brakes will not act properly.

This work with the grease-gun and oil-can is rather a tedious and dirty business, but it is perhaps the most important operation in the life of the car. Finally, I personally spray the flushing oil over the whole of the underside of the chassis where it lubricates anything that I may have missed, protects the metal from rust, and creeps up into the joints of the floorboards, stopping squeaks. The road springs are given a particularly lavish coating of this thin oil.

The second part of the running-in process is very like the first. The same care should be taken in starting, and it is still inadvisable to allow the engine to tick over really slowly for more than a few seconds. It is also desirable to change down early, but gradually, as the miles mount up, the accelerator may be moved down further. The starting-handle bearings. By the time 400 miles have passed no harm will usually result if the accelerator goes right down for a second or two while passing traffic.

When is a Car Run-in?

In some quarters there is a belief that the running-in period ceases abruptly at 500 miles. Actually, the change from stiff, new, jerking action to youthful perfection in the car is as gradual as the change from babyhood to boyhood in a youngster. After once conducting a series of experiments on Brooklands, extending over 11,000 miles, and finding an improvement in each run I wonder when a car really is completely run-in.

By the time 500 or 700 miles have passed one can cruise at a normal high speed. I have found it safe to keep the speedometer at 50 m.p.h. on a 9 h.p. car, but it is not the speed you reach, but how you attain it, that really matters. You should still use the same care in starting, and while you may safely indulge in an occasional all-out burst, it is not really wise to go along ten miles of the Great North Road with your accelerator pressed hard down on the floor-board.

MOTOR NOTES FROM
GREAT BRITAIN

The concession made to British motorists in the recent Budget is likely to have far-reaching effects. In the first place, it will undoubtedly lead to more cars being kept in service throughout the year. Instead of a number being laid up during the "winter months" to save the tax. Further, it will encourage the demand for cars of higher power, so that, before long the 20 h.p. class should come into its own again.

It was this point, of course, that the Chancellor of the Exchequer particularly had in mind when making the reduction in the horse-power tax, for with this type of car selling in increased quantities at home, it will be possible to offer it at more competitive prices in Overseas markets, where there is always a big demand.

IN THE LUXURY CLASS. Almost simultaneously with the tax reduction came the announcement of a new car from one of the pioneer factories. The 25 h.p. 8-cylinder Daimler is the only British "Straight-eight" in production to-day.

The engine of this new model has a capacity of 3.75 litres, and fluid-flywheel transmission is, of course, employed. For carburetion purposes the engine is considered as being composed of 4-cylinder units; a double carburettor is used, and each pair of four cylinders is supplied quite separately.

One of the first orders for the new car was placed by H.R.H. The Duke of Connaught, who is having an enclosed limousine body built for it by Hoopers.

A real solution to the problem of adapting the suspension to any road condition seems to be provided by the controllable semi-automatic damper system to the road springs now standardised on the 40/50 h.p. Rolls-Royce.

It comprises the usual hydraulic shock absorbers, to which has been added a patented governor system that augments the loads on the damper as the speed of the car increases. In order to cater for varying loads which

may be carried, a finger-operated control on the top of the steering column is provided. This control increases the rate of damping throughout the complete automatic range in 10 different stages.

HELPING THE AIR PILOT.

There was an excellent example of co-operation between road and air interests recently at a very pleasant function held at the Standard Motor Co.'s works at Canley, near Coventry. The occasion was a luncheon held to inaugurate the provision of directional signs for aircraft photos on the roofs of the company's factory. In brilliant white lettering the signs read "London 88 miles," "Coventry 1 mile," "Birmingham 16 miles," "320 ft. above sea level."

A large party of journalists travelled from London in five aeroplanes to inspect the signs, and they took the opportunity of congratulating Mr. R.W. Maudslay and Captain J.P. Black, of the Standard Co., on their initiative in inaugurating this pioneer aerial signpost.

ECONOMIES IN TIME AND MONEY

Among municipal services in which motor transport has brought about revolutionary changes in recent years one of the most important is ambulance work. Last year, for instance, the London County Council's ambulances received 42,384 calls and covered 190,965 miles. The average time taken to reach a case was 6.3 minutes, and the average time between the receipt of a call and the arrival at hospital was 14.4 minutes.

The L.C.C. entrusts by far the greater part of its ambulance work to a fleet of Talbot vehicles, which have been constructed with a view to the special requirements involved.

In the important field of street cleansing motor vehicles are doing invaluable work. During 12 months recently a Dennis gully-emptyer, owned by Bury Corporation, for instance, carried out 40,091 emptyings in 214 days, or about 180 a day, at a cost of 3.85 pence per gully.

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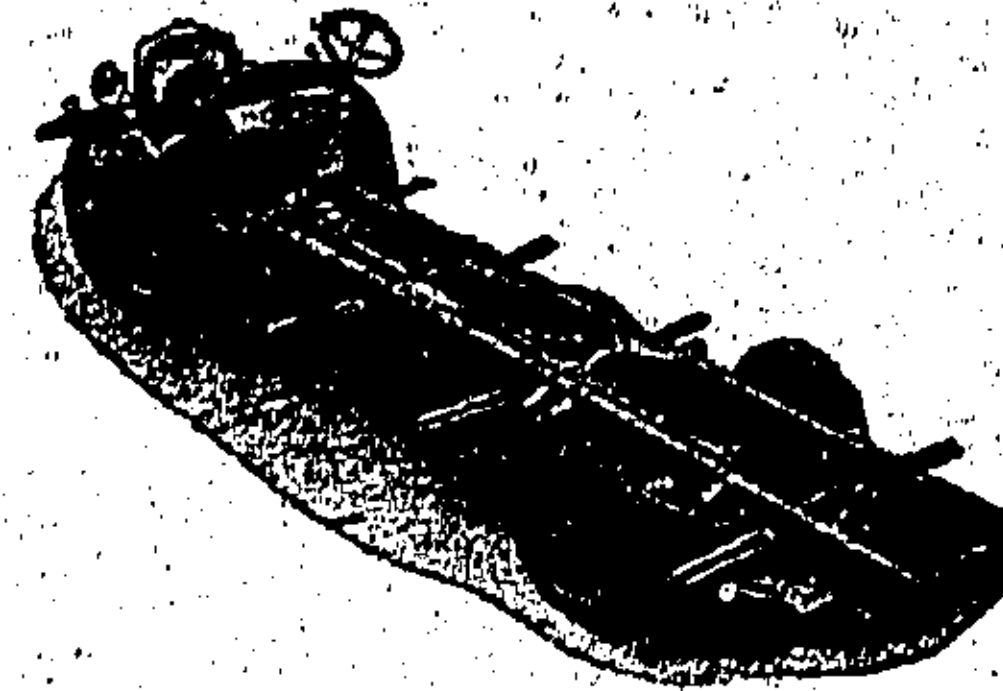
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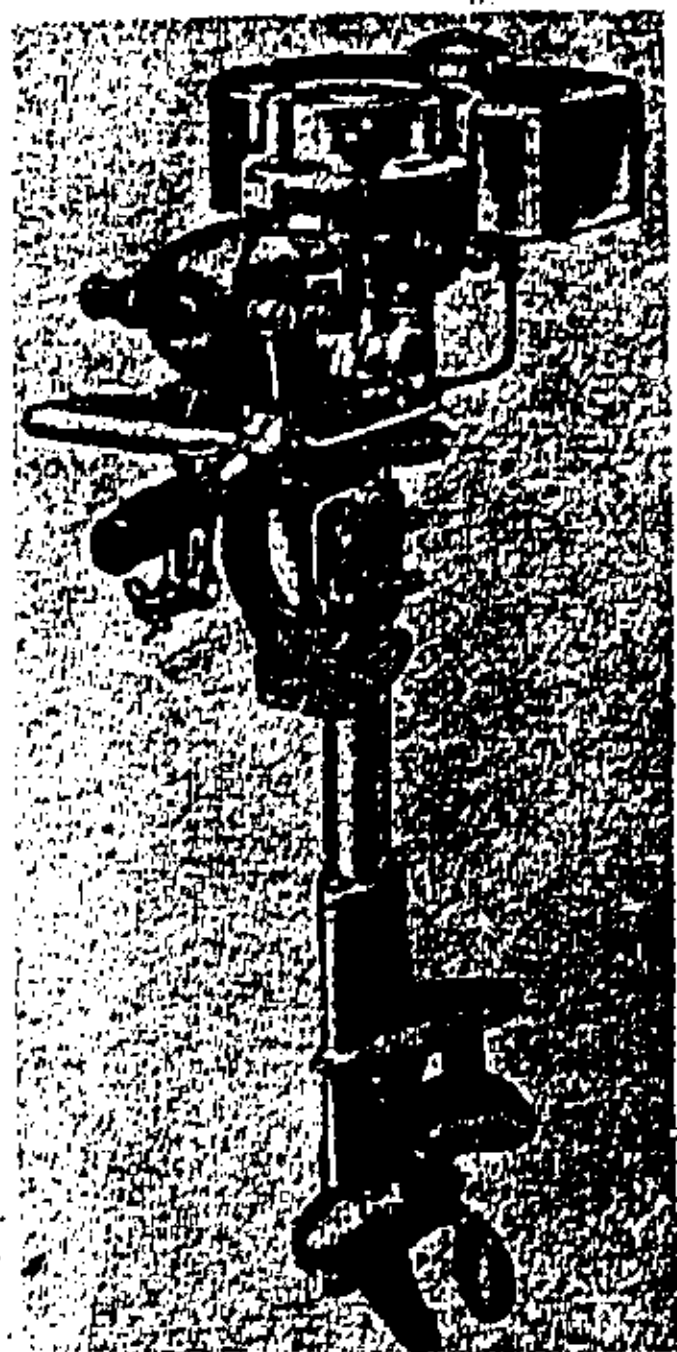
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INSTRUCTION IS AN ART

The most valuable assets of a successful driving instructor are a quick brain, unlimited patience, and a trained capacity for reading pupils' thoughts. This last can be gained only by experience, with a wide variety of pupils, for few of them think exactly alike.

I consider that the first and most important thing is to make your pupil feel at ease, and not under strain. From the outset instill into him the fact that the car will do precisely what it is "told," that the driver is master of the machine, and that, whatever the pupil may do amiss, his instructor can remedy matters promptly and thus prevent mishap. With the modern car, ignition switch, hand brake, and usually the clutch are within easy reach, and the wheel can be taken over by the tutor without difficulty. In my opinion dual controls are not needed; with a sound instructor difficulties are not allowed to become realities.

The average non-motorist has a brain which functions at a speed relative to his (or her) own actions. During the opening hours of instruction pupils forget that they must make their decisions more quickly and must act on them at once.

Necessity for Planning Ahead

The wise instructor should let his pupils grasp the notion that in motor-driving moves must be planned ahead. Encourage them to fasten on to the idea that they ought not to be caught unawares, pointing out that traffic and pedestrians, perhaps without being conscious of it, do usually give some indication of their intentions. Pedestrians move towards the kerb or incline the body towards the road. Other signs readily occur to the mind of the experienced driver, but it must not be assumed that the pupils realise these and act on them.

Such signs have to be clearly and plainly pointed out, not once, but again and again. Only by reading such signs promptly does the well-taught driver make an incident out of a potential accident.

I may go so far as to say that many pupils are, like puppies, blind at first. They look at things but do not see them. Their minds are filled with thoughts about the car, gears, clutch, and so on. Even if they have had a good schooling as regards such points before trying to drive on the road, they still find that to change gear and think at the same time which way to turn the wheel is somewhat difficult. Before allowing your pupils to change, look to either side, or in the mirror, make them "aim" the car in the direction they wish to proceed, and thus give a clear period in which they have time to think out their actions.

Nearly all pupils have a tendency to clutch at the wheel and gear lever, making hard work of these movements; it has to be demonstrated that the gear lever will move easily by means of a single finger rested on the top.

Overtight Gripping of the Wheel
Seemingly really needs one hand only. That rather baffles pupils, and it is best for a while to allow them to use both hands, with the fingers outspread, thus stopping the too-tight gripping habit. On turning corners, always have the hands ready placed for the turn—left hand at the top and right hand at the bottom of the wheel for a left turn, and "vice versa."

Insist upon your pupil swinging the wheel steadily round, and back as steadily, not spasmodically. Most pupils do not readily grasp this notion, but tend to juggle with the wheel, taking a series of fresh grips with unnecessary violence each time. You can see if the pupil is holding the wheel needlessly tight by observing whether the knuckles show white through the skin.

Teach your pupils to move off always as if the car were facing uphill. Don't let them release the hand brake until they feel that clutch and engine are about to take up the drive on the car. If thus trained you need not fear an ignominious performance in traffic on a hill. The habit, once formed, is always useful.

Cars Speak to Their Drivers

Now in regard to the car itself, let the pupil grasp the fact that it has "language" of its own and that only by understanding such language can it be properly controlled. It can be made perfectly clear by driving in first gear that the car will ask nicely for the next gear, but that if denied this, it will go on "speaking" in an increasingly audible voice, until satisfied. It on changing gear the lever is roughly handled, the

gears will "speak." If the car is started, stopped, or swung round a corner too fast, then the tyres will voice their protest. If the engine is not rightly fed, i.e., the carburettor controls are wrongly set, the car may refuse to start, or it may spit out of the carburettor what mixture it does receive. To the novice, car "language" is indeed Greek—a medley of noises—so that each "word" has to be translated.

To explain the need for double declutching, it is necessary to remind the pupil that as he moves the lever slowly through the neutral space into the next gear when changing up, the engine is allowed to slow. When going down through the gears, the engine must be correspondingly speeded up. The instructor will hit upon his own smiles for explaining the need for gear speeds to be synchronised. A modern car's design removes, or greatly lessens, these particular difficulties.

In reversing don't let your pupil sit facing forward. Make him sit with body turned at an angle towards the side he is about to steer to—one hand on top of the wheel, the other rested on top of the seat so as to help to support the body.

It is wisest to leave the explanation of detail points involving road law till the closing stages of the series of lessons. At first the pupil has quite enough to attend to in mastering the car and watching the job actually in hand.

Pupils of All Types

During my seventeen years as an instructor I have handled all types of pupils—the dashing young fellow; the quiet, middle-aged lady; "ham-handed" folk of both sexes; the one-armed and the one-legged; and shell-shock cases. Their ages vary from fifteen to sixty-five. I would venture the opinion that anyone in possession of at least one arm and one leg, able to see, and with normal senses, can be taught to drive and be safe. To my mind, the most important matter for the tutor is to get them to the point of being convinced that they are masters of the car, and that something disastrous is not likely to happen. Make it your aim to instil confidence.

WATER-BORNE SEWAGE

Work May Begin Next Year

Kuala Lumpur, June 6.

Preparations for the proposed installation of a water-borne sewage system may begin next year. It was revealed at the Sanitary Board meeting this morning that an item of \$6,000 might be inserted in the Government draft budget for 1935 for the purpose.

"That does not mean we have got the money yet," remarked the chairman (Mr. J. V. Cowgill), after reading the reply, received from the Secretary to the Resident to a letter written following the lengthy discussion on the subject at the last Board meeting.

A letter had been sent to the Government submitting a supplementary proposal for P. W. D. special services. "The point I wish to emphasise in asking now for provision for preparations of a scheme," wrote the chairman, "is that Government will not thereby be committed to carrying out the scheme at the present year or at any time."

Preparing for the Future

The preparation of the scheme, it was estimated, would take one or two years, and the total cost might be expected to approach the figure of \$20,000. This figure was the maximum commitment which the Government was asked to bear.

The scheme, once prepared would be ready to be put into operation at any time. "In my view it would be a sound policy," concluded the chairman, "to carry out this preliminary work now at leisure, so that if at any time in the future it is found possible to carry out the scheme, either in whole or in part, available time may not then be lost in preliminaries which can be advantageously carried out now."

The sum asked for was not intended to include salaries of the staff engaged, but the services of a whole-time engineer, and one or

THE CYCLING CLUB

Another Enjoyable Run

Despite the heat caused by a late start, the Hong Kong Cycling Club's run on Sunday was as well attended as usual, and a pleasant though extremely arduous spin was immensely enjoyed.

Mr. C. Read (Captain) led the party from the Ferry at 11 a.m. to Shamshuipo where repair outfits were replenished as a rough trip was anticipated. The route then lay by way of Pak-shuk to Tin-lui and Sha-tin-lui, the cluster of small Chinese villages near Sha-tin Station. The stone foot-bridge was crossed and it was then suggested that Sha-tin Pass would be a fine objective. To reach the track leading upwards to the Pass it was necessary to cross 400 yards of paddy fields, and by the time the last muddy terrace had been reached all were suffering from the effects of frequent wadings in the mire.

A first glimpse of the path indicated that the party were "in for it," and only the Captain and the founder of the Club (Mr. H. A. G. Keates) decided to continue. By this time the sun was at its strongest and after a further hour's hard climbing the pair stripped off and plunged into the cool depths of a pool in the valley followed by the track. The many small waterfalls along this route were the fore-pleasures of many pretty scenes, whilst they also provided the riders with their sole refreshment in the form of water.

Shortly after resuming the climb a much rusted iron signpost with three arms, still in fair condition, made a weak attempt to direct the riders to another trail. The author of the "bending process" failed to realise, however, that maps exist giving these tracks, which probably in past days were much used by bands of smugglers and bandits.

The climb was not without an incident of a humorous kind. "Our 'adventurers' had parked their steel steeds on a narrow stone bridge whilst they quenched their thirst in the stream. As they returned to the bridge a sprightly gust whispered to the machines that they, too, would enjoy a cool bath; the next moment saw them plunge into the depths below.

The Track To Po Kong

The Pass was reached to the accompaniment of a sharp shower, at 3 p.m. the three-mile climb having taken the two riders nearly three hours to accomplish. The view from its lofty height was unique, almost the whole of the northern shores of the Island being in sight, with the Peninsula at the cyclists' feet. A considerable time was spent resting here, whilst the view and refreshments from a neighbouring Chinese house were enjoyed in concert.

The track to Po Kong, nestling at the foot of the Pass, proved hazardous and exciting, being filled with dangerous gullies and studded with broken rocks and stones. It has a name, however, this being "Shekhwat Road" and was laid in 1910 by the 13th Rajputs. The worthy Indians would hardly recognise their handiwork now that the ravages of 24 years have made such inroads into both surface and foundations. It is very doubtful even if any motor vehicle could reach the Pass at the present day from the South; from the North it is a definite impossibility for vehicles.

The two cyclists finally reached Shamshuipo at 4.30 p.m.; a total of 25 miles having taken no less than 54 hours. However, Sha-tin Pass has at last succumbed to the wheels of cyclists.

Next week's effort will be of a less energetic nature and Mr. C. Read will again lead the party. He intends to pay a visit to Castle Peak Bay where a halt is to be made for bathing, and probably a hike. The rendezvous will be on the Kowloon side, but the usual site at the Star Ferry has been abandoned in favour of the space at the Yaumatei Vehicle Ferry, and interested cyclists are cordially invited to meet there at 9 a.m.

This alteration is partially due to the fact that the Vehicle Ferry caters for the transmission of cyclists at a rate 50% lower than the Star Ferry, and thereby removes a serious objection to mainland runs for the Islander and "vice versa."

Two technical subordinates would be required.

"I hope very much that we shall get something done about the scheme," remarked Mr. Cowgill.

MAGISTRATES AND PLEAS

Singapore, June 11.

The practice of police court magistrates in merely recording pleas of "guilty" from natives following interpretation instead of the exact words made by the accused, was strongly condemned today by the Chief Justice in the Supreme Court when he heard the appeal for a re-trial brought by two Tamils who had each been fined \$50 by the Klang magistrate, for voluntarily causing hurt.

"It is important that the exact words used by the accused should be put down by the magistrate," stated his lordship, "and not a mere construction put upon the interpretation of interpreters."

"I have heard accused people say 'Guilty because....' and many magistrates have merely recorded 'Guilty'."

"I am afraid I take a rather strong view on that sort of way of entering a plea of guilty when it is not said in English but in a foreign language," concluded his lordship.

Plea Wrongly Interpreted

Mr. K. K. Benjamin, on behalf of the appellants related that the accused were alleged to have pleaded guilty. In their affidavit the appellants stated they were both asked if there had been a fight and they answered in the

affirmative which had apparently been interpreted to the magistrate as a plea of guilty. This plea was recorded and sentence was deferred.

Upon the accused being brought up for sentence, he (Mr. Benjamin), who had been engaged on their behalf, made an application to withdraw the plea and enter one of not guilty, but the magistrate had refused to allow this.

His Lordship (to the D.P.F.): Did they plead guilty or did they make a statement?

D.P.F.: All I can say that the record states they pleaded guilty. I would like to point out, your lordship that when my learned friend appeared in the court he could have challenged the interpretation and the interpreters could have been examined on the spot.

His Lordship: Is there any expression in Tamil for "guilty"?

The D.P.F. referred his lordship to the statement of the magistrate. "I have no reason to believe that the plea had been wrongly interpreted to them (the accused)."

It was at this stage that his lordship made the comments regarding the proper recording of pleas. At the conclusion he quashed the convictions and sentences and ordered a re-trial.

If only every mother knew

Tears cease and baby's pain is soon soothed away with a teaspoonful of Woodward's Gripe Water. Woodward's checks fermentation and ensures complete digestion. It removes the cause of discomfort in a natural way. Woodward's contains no opiates, and is safe to give babies of any age.



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are usually due to a lack of Calcium (lime) in the body

For Women

Kalzana is of the greatest value in regulating the bodily functions. Any lack of calcium results in pain and prostration, but these are quickly relieved as soon as the shortage is made good. By taking Kalzana, the scientifically approved calcium treatment, you can avoid pain and discomfort. By restoring the balance of calcium in a natural way, Kalzana must do you good, and cannot possibly be harmful.

"Whenever there is evidence of dysfunction in the body, lack of Calcium is probably a contributing factor," writes Dr. H.F. B.W., London.

Remember that your teeth are living parts of your body. The food they require is Kalzana, the calcium food. If your teeth get too little calcium, they become weak and liable to decay.

Such teeth are a constant cause of pain and trouble and never look healthy.

Start taking Kalzana and notice how quickly your teeth become strong and white. By taking Kalzana, pain and trouble are prevented, decay is arrested and your teeth permanently strengthened.

Make your teeth strong and white with KALZANA

Weak and difficult Children

are often so because of a lack of calcium in the body. Rapid growth demands a great deal of calcium to form strong bones and healthy tissues. When kept short of calcium, children become nervous and moody, and difficult to manage.

Children

"A listless difficult child"

is a child whose constitution is out of order," writes a famous physician.

After having examined a great many difficult children, he writes: "I could prove that the blood of many so-called 'difficult' children was poor in Calcium."

Children take
Kalzana Tablets like sweets, a sure sign that their system is in urgent need of it.

In Diarrhoea—

Kalzana hastens the healing of the ulcerated and inflamed areas and soothes the nerves. With Kalzana the diarrhoea will very quickly stop.

"By the use of 6 Kalzana tablets daily the Diarrhoea (in two severe cases) was stopped in an amazingly short time," writes Dr. ZUNTZ, the world famous Physician.

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in the body causes many different complaints. Regain your health by taking

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Characteristic signs of lack of calcium in the body are:

- / Eczema
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- / Nettlerash
- / Colds of long duration
- / Bleeding of the Nose and other forms of excessive bleeding.
- / Loss of Hair
- / Tooth decay in grown-ups and children.

Before Baby comes

The expectant mother should be careful to remember that she must supply all the calcium needed to form her baby's bones and tissues. Kalzana gives all the extra calcium needed, and corrects any shortage in the mother's diet. It protects the mother against loss of hair, decay of the teeth, vomiting, general weakness and debility, whilst it also ensures her baby against any predisposition to rickets.

Preserve your own health, and safeguard your baby's by taking Kalzana in good time.

(Use it during the last six months of your pregnancy).

Note

Only in the scientific form of Kalzana—a combination of calcium-lactate and sodium-lactate—are you sure that the calcium will be absorbed and retained by the body. Ordinary calcium administrations are often useless—it must be Kalzana.

The opinion of well-known medical papers about KALZANA:

"The Pharmaceutical Journal of New Zealand," Jan. 1930.

"Kalzana has been used with very good results in cases of calcium deficiency, such as bone diseases, dental caries, rickets, weakness in growing children, during pregnancy and lactation—in fact, in all cases where a diet with an excessive calcium content is necessary."

Rickets too are a typical sign of a lack of calcium. Kalzana will set all that right, and very soon your child will be happy and healthy again.

"The British Journal of Tuberculosis," April 1929.

"We have employed Kalzana with much advantage in the management of delicate children. It seems to be of considerable service in cases of rickets and other scroful conditions of bone and also as a preventive of 'dental' caries. For pregnant women Kalzana is often beneficial."

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183, Queen's Road Central, Hongkong.

23, King's Road, Hongkong.

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TO-DAY'S RADIO**PROGRAMME**

Broadcast by Z.B.W.

on 355 Metres

1-2.10 p.m.—European Programme.

1 p.m.—Local Time and Weather

Report.

1.03 p.m.—Recorded Music.

1.30 p.m.—Rugby Press News, etc.

1.40 p.m.—A Relay of the Rotary

Club Tiffin Speech from the

Hong Kong Hotel Roof Garden.

Rotarian P. S. Cassidy on

"Housing and Town Planning

—A Layman's View."

2.10 p.m. (Approx.)—Close Down.

4.30-7.30 p.m.—Chinese Program-

me.

7.30-10.30 p.m.—European Pro-

gramme.

7.30 p.m.—Closing Local Stock

Quotations, etc.

8 p.m.—Local Time and Weather

Report.

7.33-8.20 p.m.—Variety.

Song—You've Got me Crying

Again.

Song—I Envy the Moon—Charles

Carlsile (Tenor).

Piano Solo—Now that You're

Gone.

Piano Solo—Can't we Talk It

Over—Carroll Gibbons and his

Boy Friends.

Vocal—Billy Merson Song Mem-

ories—Billy Merson and Chorus

Vocal Duet—I Cover the Water-

front.

Vocal Duet—Mood Indigo—Lay-

ton and Johnstone.

Piano Duet—Nymph Errant—

Selection.

Piano Duet—There's A Ring

Around the Moth—Carroll

Gibbons and John W. Green.

Selection—The Big Broadcast—

Debroy Somers Band with the

Carlyle Cousins and Dan

Donovan.

8.20-8.37 p.m.—Sylvia Ballet (De-

libes)—British Symphony Or-

chestra conducted by Oscar

Fried.

1. Prelude.

2. The Hussifers.

3. Intermezzo and Valde Lente.

4. Piccadilly.

5. Cortège.

8.37-9 p.m.—Light Opera.

Vocal Gems—The Gaiety (Jones)

—Light Opera Company.

Selection—Patience (Sullivan)—

The Band of St. M. Coldstream

Guards.

Vocal Gems—The Merry Widow

(Lehar).

Vocal Gems—The Waltz Dream

(Strauss)—Light Opera Com-

pany.

9-9.30 p.m.—From the Studio.

Miss Iris Phelps—Cello.

William J. T. Phelps—Tenor.

Programme.

1. Cello Solos.

(a) Ave Maria—Schubert.

(b) Marionettes—August

Noick—Accompanied by

Mrs. Nura Kanis.

2. Songs.

(a) The English Rose—(Merrie

England)—German.

(b) Her Name is Mary—Ram-

say—Accompanied by

Miss Iris Phelps.

3. Cello Solos.

(a) Cavotte and Musette—

August Noick.

(b) Love will find a way

(Maid of the Mountains)

Accompanied by Mrs. Nura

Kanis—Fraser-Simpson.

4. Songs.

(a) Linden Lea—Vaughn Wil-

liams.

(b) Ninetta—Brewer—Accom-

panied by Miss Iris

Phelps.

9.30-10 p.m.—From the Studio.

"Topical Talks on the United

Kingdom" by Mr. G. C. Pelham

(H.M. Trade Commissioner).

10-10.30 p.m.—Dance Music.

Fox trot—Goodbye Again.

—Little you know.

—No more Heartaches.

—No more Tears.

—My Hat's on the Side

of my Head.

—Gosh I Must be fall-

ing in love.

—Blame it on Two

Brown Eyes.

—Lonely Lane.

—Wagon Wheels.

—Unless.

Waltz.

10.30 p.m.—Rugby Mid-day Press

News.

10.35 p.m.—Close Down.

DAVENTRY PROGRAMME

11 a.m. Time Signal from Big

Tom. Reginald New at the

organ of the Regal Kingston-

on-Thames, Surrey.

11.30 a.m. The Commodore Grand

Orchestra, directed by Joseph

Miscant, relayed from the

Commodore Theatre, Ham-

smith, London. (Time Signal

from Greenwich at 12.00)

12.30 p.m. The Midland Studio

Orchestra from a Birmingham

studio.

BRITISH ARMS**PLAN**

"My Dear Colleague"

(Special Air Mail Service)

London, June 2.

M. Barthou made a strong at-

tack on the British arms plan at

the Geneva Conference yesterday.

After the British Foreign Secre-

tary had made it clear that the

British Draft Convention (which

in effect admits a measure of con-

trolled

DIARY OF LOCAL
EVENTS

To-day

TUESDAY, JUNE 19.

Auctions.—Lampert's Sale of Household Furniture, Sales Room, 2.30 p.m.

Cinemas

King's:—"Let's Be Ritzy"
Queen's:—"The Marcus Show."
Central:—"Chinese Picture"
Oriental:—"Sons of the Desert."
World:—"The Cat and The Fiddle"
Alhambra:—"Melody in Spring"
Majestic:—"Alice in Wonderland"
Star:—"The Mystery of the Wax Museum"

Meetings

Sanitary Board, 4.15 p.m.
Kowloon Union Church General Committee's Special Meeting, 8.15 p.m.

Miscellaneous

Rotary Club Tiffin. Speaker: Rotarian P. S. Cassidy on "A Layman's View of Housing and Town Planning."
Service Men's Bathing Party from Queen's Pier, 5 p.m.
Moon.—V. Moon, 8th Day.

Principal Mails

Inward air and steamer mail from Europe via Suez by Yaukuni Maru; from Europe via Siberia by Andre Lebon.

Outward Air Mail for Europe by Andre Lebon, 10.30 a.m.; Steamer, 11.30 a.m.

Sports

Lawn Tennis.—"A" Division, Hong Kong C.C. v. Chinese R.C. "A"; U.S.R.C. v. Kowloon C.C.; Indian R.C. v. Chinese R.C. "C"; Chinese R.C. "B" v. South China; Craigengower v. Club de Recreo. Sunrise.—5.39 a.m. Sunset.—7.09 p.m.

Tides.—High at 3.00 and 12.49; Low at 6.11 and 20.45.

WEDNESDAY, JUNE 20.

Cinemas

King's:—"Let's Be Ritzy"
Queen's:—"The Marcus Show."
Central:—"Chinese Picture"
Oriental:—"If I Had A Million"
World:—"Looking Forward"
Alhambra:—"We're Not Dressing"

Majestic:—"Cohen and Kelly in Trouble"
Star:—"The Stage Mother"

Meetings

Hong Kong Union Church Women's Committee Meeting, 10 a.m.
Kowloon Union Church Women's Guild, 10 a.m.

Miscellaneous

Whist Drive, Seamen's Institute, 9 p.m.
Tender for Sale of 40-ft. Steam Pinace No. 258, due. Moon.—First Quarter, 237 p.m. V. Moon, 9th Day.

Principal Mails

Outward for America and Europe via Siberia by Tatsuta Maru, 8.30 a.m.; for Australia by Changte, 10.30 a.m.; Europe via Suez by Agamemnon, 2.30 p.m.

Sports

Athletics.—Hong Kong Inter-Scholastic Union meeting (Caroline Hill). Sunrise.—5.39 a.m. Sunset.—7.09 p.m.
Tides.—High at 3.29 and 13.32; Low at 7.55 and 21.24.

"LET'S BE RITZY"

With Pretty Dresses!

The role of an extravagant and somewhat self-centred wife in the Universal Pictures comedy-drama, "Let's Be Ritzy," gives Patricia Ellis, playing opposite Lew Ayres, the star, an opportunity to display some of latest fashions in women's wear.

A particularly striking costume is the evening gown of jade green crepe, with fringed cape to match, which she wears in a ballroom sequence at the country estate of a wealthy man who believes Ayres is the son of a millionaire South American rubber magnate. The gown is cut in fetching décolleté in front and is backless. Miss Ellis has slippers to match.

This costume and those of Isabel Jewell and Hedda Hopper are in the very latest mode and were designed especially for this picture. What the well dressed secretary will wear for business and on the street is shown by Miss Ellis in early sequences of the picture. At her office she is clad in a blue-checked wool suit with shoes of the same shade. For street wear she dons the small turban which is also a part of the ensemble.

"DAVID HARUM"

Will Rogers Here
Again

Fox Film's latest release, "David Harum," starring Will Rogers, will make its appearance on the screen of the King's Theatre on Thursday. Because of the nation's friendly interest in the humorist-philosopher-star, letters, pour into his home regularly, suggesting a particular story of theme or character for his next picture. More suggestions urging him to play "David Harum" were received than all others combined. It was virtually in response to the command of the theatre-going public that Fox Film produced this story.

Its typical American theme deals with a shrewd horse trader. Because of the coldness with which he barter, and his uncanny method of outwitting people in business dealings, his reputation is none too good in the small town in which he lives. A young man who has come to work in the bank owned by the horse trader, learns that his employer really has a soft heart, and that his hardness is only for those who deal unfairly. The young man has fallen in love with a wealthy girl, but hesitates to propose marriage because of his poor financial standing. The horse trader, who is interested in the boy, tries to help the romance along, but get nowhere. When the young girl comes to him and requests him to enter her horse in a forthcoming race, he advises the boy to place all his saving on the horse. The hilarious method by which the horse trader brings the horse home a winner is said to bring the film to a happy and amusing conclusion.

The large cast in support of Will Rogers displays an array of impressive names that include Louise Dresser, Evelyn Venable, Kent Taylor, Stepin Fetchit, Noah Beery, Roger Imhof, Frank Melton, Charles Middleton, Sarah Padden and Lillian Stuart.

James Cruze directed from "Walker Wood's" screen play, which was adapted from the novel by Edward Noyes Westcott.

MORE LAUGHS
THAN EVERIn "Melody in
Spring"

An excellent mixture of comedy, melody and beauty, "Melody in Spring," is the attraction at the Alhambra Theatre to present to patrons that reliable team of Charlie Ruggles and Mary Boland, a new romantic singing personality, Lanny Ross, and the beautiful Ann Sothern.

Paramount, impressed with the tremendous popularity of Bing Crosby, whom it plucked from the air waves, stepped out a few months ago to take Lanny Ross from the "Showboat" hour, and seems to have hit upon another great star. Ross is young, handsome, and performs remarkably well for his first screen venture. He is a splendid singer, with a full, rich tenor voice.

Ruggles and Miss Boland, teamed together for the fourth time, provide more laughs than ever, while Miss Sothern is properly decorative.

The story involves Ruggles, a wealthy dog-biscuit manufacturer, who sponsors the nation's biggest radio hour; Miss Boland, his wife; Miss Sothern, his daughter; and Ross, a hopeful tenor, anxious to get on the radio programme.

Both men have hobbies, which get them into hilarious difficulties. Ruggles being a collector of antiques and souvenirs, while Ross climbs mountains. Director Norman McLeod keeps the action moving at a swift pace throughout. "Ending With a Kiss," "Melody in Spring," and "The Open Road," the hit songs from the film, were written by Lewis Genster and Keene Thompson.

Another costume designed for street and sports wear is of green material, with hat and low-heeled shoes, suitable either for active participation in sports or for a spectator.

All of these charming creations of a well-known Hollywood designer may be seen in this picture, which is now playing at the King's Theatre.

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LET'S BE RITZY

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HIGH-HAT ON
\$30 A WEEK!Learn about living—and
wanting more than you
earn—in this down-to-
earth comedy drama
with pathos and thrill!

LEW AYRES

with Patricia Ellis, Frank McHugh, Isabel Jewell, Robert McWade. From a stage play by William Anthony McGuire. Directed by Edward Ludwig. Presented by Cork Loomis. A UNIVERSAL PICTURE.

NEXT CHANGE



A perfect Rogers role

WILL
ROGERS
in
DAVID
HARUMLOUISE DRESSER
EVELYN VENABLE
KENT TAYLOR
A FOX PICTURE

STEREOPHONY

The latest system of sound recording for film production is called stereophony, and this is such an important innovation in screen entertainment that it is likely to add a new word to the English language. Stereophony is the essential accompaniment to the inevitable stereoscopic or three-dimensional film, and I understand

that this particular method of sound production gives the illusion of natural hearing by giving all dialogue, music, and incidental sound its proper perspective. Thus the realism of audible effects is vastly enhanced, and an additional efficiency given to the screen medium. The threat of television has been largely responsible for the speeding-up in this department of film research, and within two years all modern picture

FILM STAR KILLED

West Cornwall, Conn., June 18.

Hal Skelly, the well-known stage actor and film star, was killed instantly when a train collided with his car at a level crossing here, yesterday.—Reuter.

houses in this country will probably be equipped for both stereoscopic and stereophonic films.

TO-DAY QUEEN'S At 5.15 P.M.—50 c. \$1.00 \$2.00 \$3.00
At 9.30 P.M.—60 c. \$1.00 \$2.00 \$3.00 \$4.00ALL THE FAVOURITES
IN NEW ROLES!

MARCUS SHOW

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TO-DAY ONLY

STAR

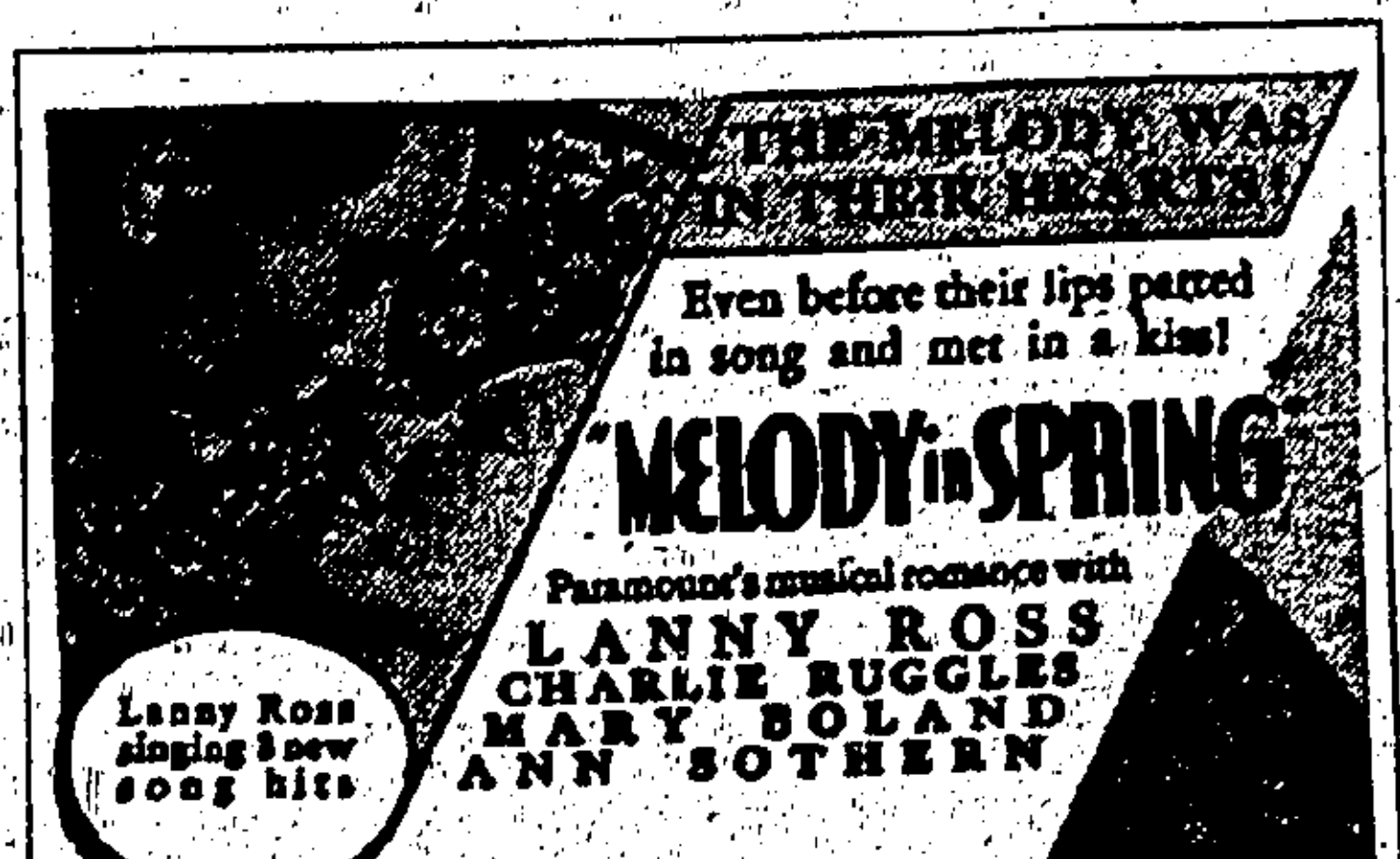
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CHARLIE RUGGLES
MARY BOLAND
ANN SOTHERN

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on Vehicular Ferry
with Purchase of a
minimum of 2-\$1.10
tickets.TO-DAY AT THE
CINEMA

HONG KONG

KING'S

—"Let's Be Ritzy"

QUEEN'S

Marcus Show: "Broadway Merry-Go-Round"

ORIENTAL

—"Sons of the Desert"

KOWLOON

ALHAMBRA

—"Melody in Spring"

STAR

"The Mystery of the Wax Museum"

MAJESTIC

—"The Cohens and Kellys in Trouble"

Coming

KING'S

—"David Harum"

QUEEN'S

—"Riptide"

ORIENTAL

"If I Had A Million"
"I'm No Angel"

"The Island of Lost Souls"
"The Bulldog Drummond"

"The Bombshell"

ALHAMBRA

—"We're Not Dressing"

MAJESTIC

Nei Han Road, Kowloon. Tel. 57222

TO-DAY & TO-MORROW

At 2.30, 5.20, 7.20 & 9.20 P.M.

GEORGE
SYDNEY
CHARLIE
MURRAYThe COHENS
and KELLYS
in TROUBLE

ORIENTAL

LAST 4 TIMES
TO-DAY
THE FUNNIEST
OF ALL
SOBREN COMEDIESENTIRE
PROGRAMME
ONE
CONTINUOUS
ROAR OF LAUGHTER.TO-MORROW
& THURSDAY
ANOTHER GREAT
SCREEN TRIUMPH!NOW SHOWING
BETTER PICTURES
THAN EVER BEFORE"IF I HAD A
MILLION"At The Oriental
Theatre

"If I Had A Million," fifteen star drama showing at the Oriental Theatre on Wednesday and Thursday, has the largest group of stars ever assembled for a single production, plays in "If I Had A Million."

The story centres around Bennett, an eccentric millionaire, who decides to dispose of his fortune to nine persons whose names he chooses at random from a city directory. The reactions of each of the beneficiaries are as unique as is his own character. To some it means romance, to mothers tragedy. The developments for some are ironic; for others, comic.

Each of the stars is cast in the type of role in which he won original stage and screen fame. The entire resources of the vast Paramount Public organization went into the making of the picture which is regarded as the most ambitious undertaking ever to come out of Hollywood.

JAPAN SAYS "YES"

Britain's Invitation To Naval
Talks

(Special Air Mail Service)

London, June 2.
The Japanese Ambassador called at the Foreign Office, London, recently and stated that the Japanese Government accepted the invitation of the British Government to hold preliminary bilateral conversations through the diplomatic channel on questions of procedure

FILMS WHICH DISTORT
NATIONAL LIFEDuke Of Sutherland And
Hollywood Visit

(Special Air Mail Service)

London, June 2.
The Duke of Sutherland, speaking as chairman of the British Film Institute at a luncheon of the English-Speaking Union in London yesterday, said modern films were now correcting the distorted impressions of American and British life which earlier pictures had conveyed.

"There is very little doubt," said the Duke, "that the showing in Britain of American films dealing with gangsters, Hollywood orgies, corruption of the police, and so on, has caused a large section of the British public to have an entirely distorted view of the American people as a whole."

On the other hand a good deal of harm was done in America by the showing there of inferior British pictures. "When I went to Hollywood I saw some ridiculous representations of British peers. They asked me whether these pictures were like the British House of Lords, and I said 'Not all of them.'"

and technical questions in advance of the 1935 Naval Conference.

The British Government does not expect political questions to be discussed during the preliminary talks.

The United States Government has already signified its readiness to hold similar discussions with Britain in preparation for the Naval Limitation Conference of next year. A similar inquiry has been addressed to the French and Italian Governments, and there is no reason to suppose that either will decline.

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Around the Courts

MAH PONGG ENDS IN FIGHT

When Chan Kuen, a shopkeeper, and Chung Hing-wan, formerly No. 1 boy at the Tung Wah Eastern Hospital were charged before Mr. Hamilton yesterday charged with disorderly conduct in Lockhart Road, it was stated that the quarrel arose over a mah jong game. Defendants were bound over in the sum of \$100 each to be of good behaviour for six months.

ALLEGATION AGAINST CONSTABLE

Appearing in the dock of the Central Police Court yesterday on a hawking offence, a Chinese complained to Mr. Macfadyen that the Indian constable who arrested her used unnecessary violence.

Sub-Inspector Mist stated that she made no complaint to him. The Magistrate requested the Inspector to have the matter investigated.

Meanwhile, the defendant was fined \$2 or four days. The woman stated the Indian ceased using violence at the request of another constable.

GAOL FOR RETURNED BANISHEE

Fung Man-ha and Chiu Pik-lin, members of an acting troupe, were robbed of two framed photographs valued at \$20 on the s.s. Kwong Sai on which they were travelling from Canton to Hongkong on Sunday. They made a report to the Police as a result of which the thief was caught in Lower Lascar Row, in the vicinity of Paddy's Market, carrying the frames on his shoulder.

The man, Chan Cheuk-wan, 40, alias Ng Cheuk-wan, was brought before Mr. Macfadyen in the Central Police Court yesterday when he pleaded guilty to the charge of theft and to another of returning from banishment.

Detective-Inspector J. Murphy, prosecuting, stated that defendant served 12 months in 1928 on four charges of false pretences. He was a life banishee from Singapore and was banished from Hongkong in 1927 for a period of ten years.

Twelve months' hard labour was passed by the Magistrate.

AT THE MARINE COURT

Causing Obstruction.

A Chinese boatman named Kwok Kun Fook aged 26 years, master of Trading Junk No. 2341H, appeared before Commander Hoie at the Marine Court yesterday morning, charged with anchoring his junk near the entrance to the Central Fairway in such a position as to cause an obstruction to the free access of the other vessels last Sunday afternoon.

The defendant, pleaded guilty and a fine of \$10 or one week hard labour was imposed.

FISHING IN CABLE AREA

For unlawfully fishing in the Government Cable Area near the Star Ferry Wharf last Sunday morning, Lau Shui 46, 70k of Fishing Boat No. 2780V, pleaded guilty and was fined \$10 or in default one week hard labour.

UNLAWFUL LYING OF BOATS

Li Kan 28, master of Junk No. T2222H and Yip Lee of No. T2846H, who were both charged with lying their boats in shore at a distance of less than 100 yards from the Low Water Mark during prohibited hours at the west of the Shum-shui-po Ferry Wharf last Sunday night, without the written permission from the Harbour Master, were each fined \$10 or one week hard labour.

CARRYING EXCESSIVE PASSENGERS

For unlawfully carrying an excessive number of passengers on board their boats at Pak Kok Lamma Island last Saturday morning, Chau Tam Yan 37, master of Boat No. 5433A, and Ng Yung Hi 25, of No. 819V, were fined \$23 or three weeks and \$14 or two weeks.

The prosecuting officer stated that the first defendant carried 23 passengers in excess while the other only 14.

A chase in the Harbour last week when two alleged opium smugglers were arrested, was described by R. O. Grimmit when Li Lo and Ho Kam-fuk appeared

before Mr. Hamilton at the Central Magistracy, yesterday.

Defendants were charged with possession of 50 taels of prepared opium and 3,120 taels of raw opium on board a sampan and a motor boat, Sing Chau, in the Harbour, after formal evidence was taken, hearing was adjourned until to day.

CLAIM AGAINST M. Y. SAN

Judgment For The Plaintiff

Mr. Justice G. Jacks, gave judgment for the plaintiff with costs, yesterday in the case in which Mrs. Li Hon Pang of 63, Bonham Road, claimed \$837 from Messrs. M. Y. San & Company (1927), Ltd., against a promissory note.

Mr. J. T. Prior of Messrs. Wilkinson and Grist was for the plaintiff and Mr. H. L. Denny for the defence.

It will be recalled that the plaintiff had stated that she had deposited \$2,000 with the Company when it was wound up, and that unsecured creditors gained 80 per cent, which was allocated by 40 per cent, in shares and 40 per cent, to be paid in four years time if profits were made.

Acting on a complaint by American sailors that they were being accosted by beggar children in Ice House Street, Sergeant Bethell proceeded to the Street and arrested a woman who was seen to send out children to beg. The woman, Chiu Sai Chiu, from Shanghai, was brought before Mr. Macfadyen in the Central Police Court yesterday, when she was fined five dollars or seven days on a charge of aiding and abetting.

Yam Chiu, 25, a scavenging coolie of the Sanitary Department, was sentenced to one month's hard labour by Mr. Macfadyen in the Central Police Court yesterday for an attempted burglary at No. 59, Jervois Street. Detective-Sergeant Goodwin stated that at 3.40 a.m. on Sunday, a Chinese constable saw defendant pulling apart the doors of the side entrance of No. 59, Jervois Street, a tinsmith's shop. He did not actually get in and nothing was stolen. He had a previous conviction for assault.

Sentence of two months was passed on Cheung Kwai who was convicted at the Kowloon Magistracy yesterday by Mr. Wynns-Jones for theft of a radiator cap.

Detective-Sergeant Franklin said defendant was arrested in Yau-ma-ti on Sunday. When questioned he finally admitted having stolen the cap from a car parked in Jordan Road. The cap was finally traced to car No. 2318 belonging to Mr. L. W. Tippet, Gilman & Co.

GIRLS WITHOUT PASSPORTS

For being in the Colony without a valid passport, Miss Paula Burton, an American, aged 23, and Miss Albertina Haley, aged 20 years, a Nicaraguan, were charged before Mr. E. W. Hamilton yesterday. Both pleaded guilty to the charge.

Detective Sergeant Mottram said that defendants arrived in the Colony on board the Tatsuta Maru on June 8. They were among the crowd of passengers who were transhipping to the President Hayes, which was proceeding to Manila. He understood Miss Burton to say that she was going on the President Hayes, so he allowed them ashore. Since then, however, they had applied for registration, and it was then found that they had not gone on the President Hayes.

They had tickets and would be going on the next boat, sailing on Saturday for Manila. They could not raise the \$25 bail required. They said they had wired to Manila to get money to meet their hotel bill, of which they had paid half. They were staying at the Hotel Trocadero in Kowloon.

Mr. Hamilton made an expulsion order against defendants, to be operative on June 23, and told them they must go on the ship sailing for Manila on that day.

DOCTORS FOR NAVY

Better Pay To Remedy Shortage

No entry examination, short service (three years' minimum), increased pay, and better chances of promotion—these are features of the latest Admiralty scheme for

FORGED DEEDS

Chinese Gets Three Years

Sentence of three years' hard labour was passed by the Chief Justice, His Honour Mr. A. D. A. MacGregor, at the Criminal Sessions yesterday upon Tong Yui Cheung, alias Tong Wong Sheung, who pleaded guilty to forging and uttering deeds purporting to be a mortgage and further charges on New Kowloon Inland Lot No. 1693, the true owner of which lot was Ng Foon Lung.

An eloquent plea for mitigation of sentence was made on behalf of the prisoner by Mr. Leo DAI-mada e Castro, Jnr., who said that although the acting Attorney General had told him that he could not support the plea for mitigation, he would not oppose it. If the Acting Attorney General had the opportunity of meeting accused in another atmosphere than the police court, he might have given his support.

Accused went to America years ago and began a laundry business, which by dint of thrifty and industrious management enabled him to return to Hong Kong with some money. He began buying and selling land and was fairly successful until the slump hit the Colony two years ago and the price of land fell. In the course of his transactions, defendant was introduced to complainant by one of the latter's claspmen and sold him the land whose deeds were the subject of the present action. This was in September, 1931, and shortly afterwards complainant returned to the country, entrusting the rent and transmitting it to him, a task which he carried out satisfactorily.

Loan Of \$7,000

Defendant soon afterwards found himself in financial difficulties and had recourse to a loan of \$7,000. He could not repay the money and soon a creditor began to press him. Then, according to defendant, at the instigation of this creditor, the defendant concocted this scheme of mortgaging the land in order to raise some money. Not a cent of this money went to defendant himself. Later he made a frank admission to complainant who gave him a month to raise the money to put matters right.

During the period, defendant could have made his escape but he preferred to face the charge. At the police court he had made a rambling statement which could not in fairness be held against him in view of his state of mind and lack of legal assistance.

Fall From Grace

Defendant had a wife, three children and a mother entirely dependent on him. He was not a hardened criminal, but one whom a slip had caused to fall from grace. Hitherto he had been an industrious man, and counsel submitted that the difficulty of making a future for himself would be sufficient punishment.

His Lordship said the plea for mitigation was an eloquent one, but he could not take all the matters raised into consideration. The forging of land deeds was a serious offence and the least sentence he could impose was three years' imprisonment for forging, and one year for uttering, the sentence to run concurrently.

attracting more medical men to the Navy. The shortage of doctors has now become serious, and the latest regulations are designed to remedy this.

In place of the former examination, candidates have now to appear before an Admiralty Selection Board, presided over by the Medical Director-General. The initial period of three years' service may be extended to five at official discretion, and transfers to the permanent list may be made under the same condition.

Officers who leave at the end of three years will be entitled to a gratuity of £400, while those remaining five years will receive £1,000. Opportunities will be afforded for specialisation, and the number of specialist posts carrying extra emoluments is to be largely increased. The retiring age for surgeon-commanders and captains is being raised, and the number of surgeon-captains will in future be 33 instead of 20, thereby improving the prospects of promotion.

ENQUIRY INTO DEATH OF MADAME GUERRA

POST MORTEM REVEALS SECOND BULLET WOUND

Consul's Wife Who Was Tired Of Existence

Evidence that the deceased had been subject to fits of depression and that she had often contemplated suicide; the fact that a second bullet wound was discovered at the resultant post mortem examination and further that the revolver she had used was alleged to have been locked away in a hand bag or valise, was revealed at the inquiry into the circumstances surrounding the death of Mrs. Alves Guerra, wife of the Consul General for Portugal, who was found shot through the temple in Room No. 543 of the Peninsula Hotel on the evening of May 23, when the hearing commenced before Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday afternoon.

A special jury comprising Messrs. W. E. Orchard (foreman), Yu Tse Chui and H. Keller was empanelled. Inspector Lane of Tsim-Sha-Tsui Police Station conducted the inquiry on behalf of the Police.

At yesterday's hearing Dr. Court, Medical Officer of the Kowloon Hospital gave evidence on the post mortem examination, while Senhor Guilherme Alves Guerra, Consul General for Portugal and husband of the deceased gave evidence which will be continued this afternoon.

DECEASED WAS A SICK WOMAN

Dr. P. F. S. Court stated that, Madame Alves Guerra was admitted to the Kowloon Hospital at 7.30 p.m. on May 23 and died at 5.30 a.m. on May 30, without recovering consciousness.

The patient was suffering from a bullet wound in the head, the entrance being at the left temple at the margin of the hair and the exit wound at the right temple.

Dr. Court said it was not realised at the time that there was a second wound on the left of the head, which was hidden by the hair, but had the same exit as the other bullet wound.

There were two entrance wounds and one exit wound, a fact which was not discovered until the post mortem examination.

The post mortem showed externally a stellate wound (like a star) with 4 points, one inch above the left eye-brow and no singeing of the hair or scorching of the flesh.

There was also a similar wound, stellate, in the right temple measuring about 2½ inches by 2 inches with bone projecting outwards from it.

Internally, on deflecting the scalp, there was considerable hemorrhage underneath coming up from the right side. The skull was perforated under the bullet wounds described on the left side, fragments of the skull being driven inwards. There was also a fracture radiating on the front of the skull from the left to the right, connecting all three wounds.

Witness further stated that there was a lacerated tunnel in the front part of the brain.

On making a minute examination of the internal organs, witness could find no traces of chloroform.

Death was due to bullet wounds in the brain.

Witness described the bullets individually. Dr. Court said the first bullet which entered the head an inch to the left of the left eyebrow, passed through the frontal lobes of the brain from left to right.

The second bullet, that which came through from above the left ear, passed through the area which controls the muscular action of the upper part of the body.

The effect of the bullet would be paralysis on the upper opposite side of the body, the paralysis taking place immediately and being permanent.

Witness said that as a result of several experiments which were made on a pig's head, with the same revolver although with a slightly different kind of ammunition, it was found that when the revolver was fired from about 6 inches or more away there was a clean punctured wound with little or no powder marks showing. When the revolver was fired from about half an inch away there was again a clean punctured wound with powder marks and when the revolver was fired in contact with the skin there was a stellate wound brought about as a result of the repercussion of the gases against the flesh, making a star-like puncture.

Effect Of Bullets. Describing the deceased, Dr. Court said Mrs. Guerra lived for 10 hours after the incident. She was a well built woman about five feet four inches in height. Wit-

ness could find no signs of cancer. Describing the effect of each individual bullet, witness said that in either case it would not have been possible for Mrs. Guerra to fire a second shot voluntarily, although it was quite conceivable that she might have shot herself a second time involuntarily.

Witness said there was a muscular spasm which was bound to follow the firing of the first shot, and this might possibly have resulted in a second shot, providing the latter followed the first shot immediately. Witness added that this was only a matter of opinion.

Inspector Lane asked witness whether or not it was possible that the powder marks resulting from the second shot would have been absorbed by the hair of the deceased. Witness said it was quite probable.

Describing the position of the deceased, witness said it was conceivable that by utter relaxation of the muscles of the body, the would have been able to twist round in the chair and bury her head in the left corner of the chair, her face being to the back of the chair and the left arm rest coming up against her right temple.

Describing the health of the deceased preceding her demise, witness said that judging from an examination of her internal organs he would definitely state that she was not in the best of health and was indeed a sick woman, which might easily have caused depression.

The Evidence. Mr. C. A. Gifford, the chief draughtsman of the Public Works department, gave evidence on plans of the room in which Mrs. Guerra met her death. The plans were executed under his direction from notes made by him personally.

Sergeant H. N. Moran, Police Photographer, also gave evidence on photographs he took of room No. 543 at the Peninsula Hotel, and of the head of a body at the Kowloon Hospital Mortuary, as pointed out by Inspector Lane.

Husband's Evidence. Mr. Guilherme Alves Guerra said he was Consul General for Portugal in Hong Kong.

The deceased was his wife and they were married in September of 1932. They had gone to Singapore for one year and then to Canton before their arrival in the Colony.

In Singapore Mrs. Guerra was subjected to fits of depression, but while witness was in Paris while we were there. A specialist made a diagnosis, the medical name of which I am unable to state, but it amounted to that my wife was unable to retain her urine.

At the Peninsula Hotel, witness occupied Room No. 543 although he originally intended occupying No. 542.

On May 23, witness saw his wife at his office at about 1.30 p.m. when they went to the Grill Room of the Hong Kong Hotel for lunch. After lunch witness escorted his wife to the entrance of the Stock

(Continued on Page 11)

New Theory Advanced In Gas Disaster Inquiry

MR. W. A. BUTTERFIELD CONTINUES HIS EVIDENCE

Gas Ignited In The Watchmen's Hut!

That the cause of the explosion was mainly attributable to gas finding its way to the watchmen's hut where it was ignited and subsequently blown back to the gasometer, was the theory given by Mr. W. A. Butterfield, chief engineer of the Asiatic Petroleum Co. (S.S.C.), Ltd., at Central Magistracy yesterday when he continued his expert evidence in the enquiry into the circumstances surrounding the tragic gas explosion disaster at West Point on the morning of May 14.

Mr. Butterfield, who was asked to examine the gasometer by the Government, also stated that the conditions of the plates which he had carefully examined were such that they warranted and necessitated their renewal some while ago. He said that the whole trouble was due to corrosion and caused a slight murmur of laughter by remarking that the patches were stronger than the plates themselves!

Mr. E. W. Hamilton conducted the enquiry with the assistance of a special jury comprised of Messrs. P. Tester (foreman), L. Dunbar and D. Drummond.

Mr. W. A. Mackinley, of Messrs. Deacons, represented the interests of the Hongkong and China Gas Co. Ltd., the owners of the gasometer, and Mr. W. M. Brown, of Messrs. Hastings and Co., watched the proceedings on behalf of certain property owners whose property was damaged by the catastrophe.

Patches Stronger Than The Plates!

Continuing his expert evidence from the previous hearing, Mr. Butterfield said that his report was only a facsimile of things which he noticed on his various visits to the gasworks.

On his visit of May 17, he noticed two of the plates were patched, one patch being approximately 14 inches by 14 inches and the other approximately 24 inches by 18 inches. These patches were formed with mild steel plates secured to the shell plate with hooked or split bolts, and had been fitted over a wasted area plate which was, in fact, at the time of the examination, perforated before the patches were put on. Generally speaking, the side farthest from the hole was in a better condition.

The Hut

The watchmen's hut which was formed of bricks with galvanised iron roof and part galvanised iron side and rough iron poles was about 30 feet away from the gasholder. In one section of the hut there were two gas rings and a gas-light of incandescent type, the condition of the hut indicated that an explosion had occurred within the building, the windows being blown upwards with glass lying on the outside, the roof of the building partly dislodged and fallen into space, and the side sheeting hanging outwards at the bottom. The maximum force of the explosion within the hut was apparently located immediately over the position occupied by the gas rings. At this point, one of the steel joists supporting the roof sheeting was badly bent in an upward direction and the roofing lifted well clear of the back wall. Recently-used cooking utensils were found within the hut.

In reply to the Coroner, Mr. Butterfield said that in his opinion any naked light in the compound was dangerous.

Referring to his visit of May 22, Mr. Butterfield said that the inner lift having been partially raised since his last inspection, he made a further examination from the gallery of No. 5 and No. 8 strakes, counting downwards. The outer skin of the lift was fairly free from scale and recently painted. Five holes about 3/8" by 1/8" were located and these were found to have been caused by corrosion. Four of these holes had been filled in with red lead putty which he removed.

Taking the thickness of the plate in the five holes which were marked by him, he attained the following measurements:

A. 1/20" in way of seam.
B. 1/20" in way of horizontal and vertical seam.
C. 1/20" in way of seam.
D. 1/20" in way of seam.
E. 1/20" in way of seam.

In taking the above measurements, it was not possible to remove any scale which might have

been present on the interior side of the plate.

Coroner: Do you form any opinion about the general state of the plate?

Mr. Butterfield: Every part which I found was through corrosion, would indicate a very uncertain condition and which will lead one to think that if one plate could go in that way, any one might. I would always be alarmed if there was a hole in the tank which, I think, it should be avoided. In connection with the general tank work, when a tank is in a bad condition one would naturally have an internal examination which is the only thing to do. I am speaking, of course, of dangerous goods storage.

He counted in all 17 bolt plate patches. In addition to the bolt patches there were two others, approximately 36 inches by 18 inches each secured with a number of small bolts.

The Seam

One vertical seam in the fifth strake, two vertical seams distant from the opening, caused by the damage on the side of the lift for a length of about 18 inches, was open, due to 18 rivet heads on the inside having pulled through. The opening had been filled with red lead putty to a thickness of about 3/16" and painted over. The putty had shrunk or the plate had sprung, thus leaving an opening of about 18 inches long varying from 1/16" in depth to 1/4". The plate was in a very flexible state in the way of the opening and it would spring open to a varying extent with very little pressure. It was possible that this was due to concussion before the fire broke out. Personally, he considered it all wrong to putty up this 18 inch opening. If there were an opening before the concussion he considered a lot of gas would have escaped due to the pressure.

Red Lead Putty

In all cases red lead putty was used in closing the holes; it was fairly soft, and judging by the tarnish which he flicked easily with a knife blade, it probably had been in position for about a month. The red lead had, in all cases, been painted over which he concluded was the usual procedure in closing the holes.

As some of the plates which were lying on the ground had been marked and drilled for outside purposes since the time of his former visit on May 17, he took further measurements with details as follows:

No. 6 plate 1/20" centre
No. 8 1/20" joint
No. 11 1/25 upon 20 joint
No. 11 1/20 side

He made a further examination of the watchmen's hut and checked the distance of the doorway from the gasometer. The two gas rings, the gas light fitting and pip-

ing had since been removed. The concrete and brick slab which had served as table for the gas rings was still complete. After the examination he was more convinced that an explosion had occurred within the hut.

The Gasometer.

On May 24, he made a further examination of the gasometer. On the roof, as well as could be seen from the gallery, at the point where the side plates were planted out, five wind-ties and five lower trusses had been broken. The wind-ties were used for preventing wrecking by high winds. The damage was made possible by the impact of the lower end of the "king" post with the steel framed stool settled with the sudden release of gas. There might be other damage but he could not go to the scene without the aid of a scaffolding.

He located two additional holes in the fifth and sixth strakes about 3/8 inch by 1/8 inch which he had missed on his previous visit. The five holes which he had located and marked on his previous visit had been filled up with red lead putty!

He examined two small sheds adjacent to the watchmen's hut and found that hut No. 2 which was 18 feet 2 inches from the gasometer had a charcoal chatty of the type used for cooking. Cooking utensils and gas pipes were also there. In the second section of this hut, there was a three-quarter inch gas pipe and a wooden table on which was a circular iron plate, apparently used for putting the gas ring or other form of heating apparatus.

On May 25, he examined several platings which had been removed from the interior of the gasometer, they having fallen from the upper lift. He took the following measurements of six sheetings.

No. 21 1/40" of seam
No. 22 1/20" of seam
No. 23 1/40" of seam
No. 24 1/20" of seam
No. 25 1/20" of line of rivets
No. 27 1/25 upon 20 of line of rivets.

It was shown at all the points which he had examined that due to corrosion, smooth wasting, local and general pitting and age the plates were in a brittle and weakened condition. The original thickness of one-tenth of an inch being in places 1/40".

Rust

The container had been sludged out, the material removed consisting of some tons of rust which had fallen from the tank. Eighteen of the 8 inches by 5 inches rolled steel joists forming the vertical side girders of the upper lift showed heavy corrosion. The interior of the plating of the upper lift was in part, holding sheets of rust.

Leakage of Gas.

From the general condition of the plates in way of seams, small perforations and holes as shown in some plates and with particular regard to the open vertical seams, it would appear that an appreciable leakage of gas had been in progress for sometime, which gas, according to air currents, would, in his opinion generally, be blown away and safely dispersed.

Coroner: Can you tell us the possible cause of the accident?

Mr. Butterfield: I think it is mainly attributable to gas finding its way to the No. 1 hut where it was ignited and consequently blown back to the gasometer.

Mr. Butterfield added that it would be necessary, judging by the mere state of the upper lifts, that the whole of the plating forming the roof and the three lifts be thoroughly examined and drilled tested for the purpose of ascertaining their condition. There was also expansion and contraction due to the heat and sun rays. Generally, he was of the opinion that these plates, of which he had made careful examinations, warranted and necessitated, in accordance with the general engineering regulations, their renewal some while ago.

Coroner: I think what you object mainly is corrosion?—Yes. Excessive corrosion is the whole trouble.

If you were asked to examine the gasometer before the explosion what would be your opinion?—Having no knowledge of the working of the gasometer, I would never suspect, from external appearance, that it had internal corrosion. I would myself certainly have said it looked very good as far as external appearance is concerned.

Do you consider that the number of patches are dangerous?—It

H.K. POLICE RESERVE

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., O.B.E., INSPECTOR GENERAL OF POLICE.)

Dress

All ranks of the Hong Kong Police Reserve will parade at Police Headquarters on Wednesday, June 20th, at 17.30 hours for inspection and presentation of awards by the Hon. Inspector General of Police.

Superintendents.—White Uniform, Cap with White cover, Sam Brown Belts and sticks, White Shoes or Boots.

Chinese, Indian and Flying Squad.—White Uniform, Cap with White Cover, Belt with Brace, Armlet with Badge, "Pocket Policeman" and note-book to be carried.

Emergency unit Reserve.—Khaki Tunic, Khaki Shorts, Cap with Khaki Cover, Blue Puttees, Belt with Brace, Armlet with Badge, "Pocket Policeman" and note-book to be carried.

Chinese Company.

Training Course—Part II.—All recruits of the Chinese Company will attend at the Chinese Headquarters on Thursday, June 19th, at 17.30 hours for instruction.

Indian Company

Training Course—Part II.—There will be no Part II of Training Course at No. 4 Chi Woo Street on Wednesday, June 20th.

Flying Squad

Instructional Patrol.—The next instructional patrol for members of the Hong Kong Section will take place on Friday, June 22nd. Members will fall in at Central Police Station at 17.30 hours sharp. All members will attend. Dress—White Uniform, Cap with White Cover, Belt with Brace, and Truncheon.

CHAMPKIN,

Acting, D.S.P. (R)
Hongkong, June 18, 1934.

PROPERTY SALE

Hollywood Road
House Fetches
\$17,500

At Messrs. Hughes and Hough's auction room yesterday, No. 256, Hollywood Road, consisting of a shop and dwelling house, was put up for sale.

Commencing at \$15,000, the price was gradually raised until \$17,500 was touched. At this figure it was sold to Mr. Lo Yu Ping of 10, Queen's Road Central.

Previous to the sale a question was raised as to the area of the property, this particular not having been included in the particulars of sale. It was explained that the area was that spaces bounded in by the shops adjacent to the one put up for sale.

Indicates the bad condition on the whole.

With regard to oil tanks, how often you have them examined internally?—Every year according to the Company's regulations. The following means can be applied: Steam, water and ventilating fans.

Are your tanks built on the same principles as the gasholder?—No. Because we have to provide for a definite hydraulic pressure.

In answer to a further question by the Coroner, Mr. Butterfield caused a murmur of laughter by stating that he thought the patches were stronger than the plates themselves.

You said that the holder ought to be renewed sometime ago. On what do you base your statement?—The plates which remained in position had to do certain work and due, as shown by the holes, to corrosion and through cracks, they were not in a suitable condition to remain where they were. They were incapable of carrying on the work.

At this stage, the enquiry was adjourned until this afternoon.

Archer Of Style.

Wife (trying on spring hat): "Do you like this turned down, dear?"

Husband: "How much is it?"

Wife: "Eleven dollars."

Husband: "Yes, turn it down."

OBJECTION TO A JUROR

"Instinct" Not Considered Good Ground

THIEF GETS FIVE YEARS

A "preeze" was caused at the Criminal Sessions yesterday when a prisoner, charged with larceny from a dwelling, objected to one of the jurors.

Asked to state his reason, the man caused everyone to laugh when he said: "It is my instinct, my Lord, I don't like his face."

The objection was of no avail, his Lordship allowing the juror to sit on the Jury, but at the same time remarking to the person concerned that he hoped the prisoner's remarks would not prejudice the particular juror against him.

The jury was as follows:—Messrs. James Hunter (foreman), M. C. Neves, H. R. de Pinna, P. A. Elmas, C. de V. Ribeiro, H. Dreyer, Wing To-yue.

The defendant was Chan Wini. He pleaded not guilty to theft from No. 11, Chatham Road. He was charged with stealing two pairs of flannels and a fur coat of the value of over \$25.

Mrs. W. Gardiner said she kept a boarding house at Harbour View from which the clothes, which she identified as her husband's, were taken.

The No. 1 Boy said he saw accused in the basement with the clothes under his arm, but by the time he got to the place, accused had dropped the clothes and ran away. He pursued and was joined by an Indian constable and a Portuguese passer-by who apprehended accused.

The No. 2 Boy said he also saw accused in the basement and Police Constable B382 said he saw accused running.

Accused said he did not wish to give evidence. He was merely taking a walk when he was assaulted and charged.

His record showed 32 previous convictions for theft, burglary, etc., dating from 1905.

BAD RECORD

"Yours is the most terrible record I have come across," said his Lordship.

Accused:—I want to be a good man, but I must have some capital, and if your Lordship will give me a free hawkers' licence and some money I will start a business.

Mr. Fraser, Assistant Attorney General said this chance had been given accused before, but he had not taken it.

"I think it is time that society got a little respite from your objectionable attentions," said his Lordship in passing sentence of five years' hard labour.

BANISHEE SENT TO PRISON

Remarking that defendant's record was a disgraceful one, the Chief Justice, His Honour Mr. A. D. A. MacGregor sentenced Cheung Fat alias Ho Wan Hing to three years and six months' hard labour for returning from banishment.

Prisoner's record showed that he had been leading a life of crime since 1925. He had been banished from the Colony on five occasions, but had returned each time.

A SCOTTISH TATE

(Special Air Mail Service)

Edinburgh, June 2.

There is no doubt of the need, on which the First Commissioner of Works commented recently, for an additional art gallery in Edinburgh to house modern works of art. But as Mr. Ormsby-Gore very reasonably said, it is too much to expect taxpayers to meet the whole cost of erecting and equipping such a building. It will be recalled that the Tate Gallery in London came into being as the result of the munificence of Sir Henry Tate, who not only started the collection there with a gift of 275,000 worth of pictures but also gave £20,000 towards the erection of the building. No doubt benefactions of this kind were rather more common 40 years ago than they are to-day when taxation makes even the very rich wince, but Sir Alexander Grant's promise of £100,000 towards the new National Library shows there are still men rich enough and large minded enough to rise to a great occasion.



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It is not the policy of the makers of "W" Shoes to compete with firms who produce low-priced shoes regardless of quality. Nor is it to our advantage with a reputation to lose to sell them.

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BIRTHS

TYLER.—On May 30, 1934, at 143, Walm Lane, N.W.2, to Phyllis (nee Gledhill), wife of the late William B. Tyler—a son.

WALLINGTON.—On May 26, 1934, at Iringa, Tanganyika Territory to St. Clair (nee Hamilton Baynes), wife of R. Archer Wallington, Education Dept.—a daughter (stillborn).

Editorial and Business Office: 11, Ice House Street, Tel. 30251.
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The Daily Press

Hong Kong, June 19, 1934.

GOING ON RECORD

America's attitude toward Japan's "hands off China" policy was generally applauded because it was "diplomatically correct." President Roosevelt not unnaturally wanted to be sure of his facts so he instructed Mr. Cordell Hull to make a report on the circumstances of America's treaty relations with China, which, according to an offended world, were abridged by the Japanese "hands off" declaration. Was there a real crisis behind what one official called the "journalistic crisis"? The President was informed that there was—and that it involved the Nine Power treaty at the Washington Conference. This important treaty was somehow sidetracked at the start of the Manchurian trouble. That was a pity, for while an aggressor might argue his way through the Covenant of the League of Nations and the Pact of Paris, he cannot escape the definite commitments of the Nine Power pact. This treaty is specific down to the last dot. The eight leading nations of the world (excluding Soviet Russia and Germany) solemnly agreed to respect the sovereignty and integrity of China, to assist China in maintaining and developing an effective, stable government, and to establish equal opportunity for commerce and industry in China. Japan's recognition of Manchukuo constituted a flat violation of Article 2, and Japan's effort to supervise China's financial relations with other nations attacks the treaty in its very heart. Specifically, and in its connection with other powers, it contravenes the fourth item in Article 1, wherein the contracting powers

agree to refrain from taking advantage of conditions in China in order to seek special rights or privileges which would abridge the rights of subjects or citizens of friendly states.

In the circumstances of the Japanese declaration, a very delicate issue was involved. If Japan were allowed to go on unchallenged record as a supervisor of China, America would appear to acquiesce in Japan's claim. Wisely, President Roosevelt rejected acquiescence and he again reaffirmed the Nine Power pact as the basis of American policy in the Far East. This was made without any threat and President Roosevelt again reminds the world that his foreign policy is still tied to "good neighbourliness." This applies to Japan no less than to other nations.

Maybe conditions in China have changed since the Washington Conference. But that is no excuse for one party in an international covenant to act as if the Nine Power pact were non-existent. The resolutions signed at the Washington Conference provided a procedure for the airing of grievances. One of the provisions calls for "full and frank communication" among the powers. To that end a resolution was adopted for the establishment in China of a Board of Reference for investigation and report. Unfortunately the board has never been set up. But the procedure is available for Japan to invoke. Tokyo apparently has specific complaints in connection with American airplane salesmen and League of Nations rehabilitation activity. It is up to Japan to make use of the existing machinery to voice its case. Those who ride roughshod over explicit treaties make the world a more difficult place for themselves as well as for others to live in.

TAKING IT IN TURNS

(Special Air Mail Service)

London, June 2. While the Australian team have two three-day fixtures a week, there are always five men free to play golf look up relatives and friends, and go sight-seeing. Woodfull or Brandman has to captain the side; Wall or Ebeling has to give some pace to the attack; Grimmett or O'Reilly must be there to bowl spinners; and Oldfield or Barnett must keep wicket. For the rest, they take it in turns, except when (as recently) sickness has simplified the task of the selectors. Not till the Tests arrive will their judgment be really tried.

OBITUARY

Duke of Wellington

London, June 18. The death occurred this morning of Arthur Charles Wellesley, 4th Duke of Wellington, at the age of 85.

It is a coincidence that to-day is the 119th anniversary of the Battle of Waterloo where the late Duke's distinguished ancestor played a leading part in the campaign against Napoleon.—Reuter.

PREVENTION OF CHOLERA

Canton Doctor's Advice

(From Our Special Correspondent)

Canton, June 18. An interesting anti-cholera talk was delivered this morning by Dr. Ho Chi Chang, Commissioner of Public Health, at the weekly memorial service held at the Canton Municipal Government.

After giving the warning that a fatal case of cholera occurred last week in Honam suburb, Dr. Ho said that free inoculation has been given by various hospitals in the city since June 1. The health official said that a person having contracted cholera may die after a few hours' illness, recalling the dreadful outbreak in Canton two years ago.

"The Municipal Bureau of Public Health is distributing anti-cholera fluid free of charge," Dr. Ho announced. "By putting a few drops in the water, the cholera bacteria can be wiped out. This medicine is particularly useful to Honam residents, who have to depend on water from the Pearl River and wells."

"Another sure preventive is not to take cold food and drink. The cholera germs can live in cold potables or edibles. All foodstuffs must be boiled, because the germs die in the heat."

The speaker said that to prevent the cholera epidemic, the police authorities have been instructed to exercise strict supervision of the sale of ice cream and cold drinks. He added that the Municipal Bureau of Public Health will establish an office to inspect foodstuffs and medicine as a means to eliminate quack and unwholesome products.

Dr. Ho believes that it would be too expensive for the municipal government to eliminate rats, flies, mosquitoes etc., but this can be done by individual households, pointing out that these animals and insects are carriers of contagious diseases.

SLAP IN THE FACE

The British Rugby Reply

(Special Air Mail Service)

London, June 2. The reply of the four British Rugby Unions to the French Rugby Federation, stating that sufficient has not yet been done to justify the resumption of international matches, has caused much disappointment in French Rugby circles.

"A masterly slap in the face" is the comment of the Paris "Soleil." "It is a slap which might have expected; a slap which ruins our ambitions, our reputation, and the prestige of French sport."

M. Dantou, president of the French Federation, and a member of the delegation which recently visited London, said:

"I consider we have no lessons or suggestions to receive from the British Unions. We have done without them for three years and we shall continue to do without them in future."

"As for suppressing competitions (the French Championship) I reply, speaking for myself, that this is our business."

"The English reply is not surprising and is perfectly logical," said M. de Lutz, vice-president of the Federation. "We do not want to break with them, but to listen to them."

M. Dedet, an ex-international, said that without matches with English teams French Rugby would die in two years.

"The British regard Rugby as essentially British, and a game which can only be played by the British," was the comment of another official of the French Federation.

BOXER RISING RECALLED

By Death Of Missionary

(Special Air-Mail Service)

London, June 2. The death has occurred at Kiangtu, Yangchow, of the Rev. Alexander Reid Saunders, a blind Aberdeen missionary who had an adventurous career in the China mission field.

Mr. Saunders, who was 72 years of age, was one of the well-known "hundred" missionaries who sailed for China during 1887, only five of whom now remain in the field of the China Inland Mission.

Mr. Saunders was the third son of Mr. Kemp Saunders, coal merchant, Aberdeen. He was home six years ago, and conducted a number of meetings in Aberdeen. He was the author of a little book, "Blind and Blessed," describing the sufferings of the missionaries during the Boxer Rising. He became blind when leading worship, but continued with the Communion service.

On arriving in China at the end of 1887 Mr. Saunders proceeded to the newly opened Anking training home, and afterwards successfully laboured in the Province of Shensi until the Boxer Rising in 1900.

"Tragic Journey" The mission house at Pingyao was in June, 1900, attacked by a mob, and Mr. and Mrs. Saunders, with their four children, escaped after terrible sufferings during a journey of 700 miles to Hankow. Two of the children died from exposure en route, and of the whole party only eight out of fourteen reached Hankow on August 14.

When Mrs. Saunders recovered from a serious illness that followed these tragic experiences, Mr. and Mrs. Saunders settled at Yangchow, where they have been engaged almost continuously ever since.

Mr. Saunders is survived by Mrs. Saunders, who is still in China, and a daughter who is a doctor in England. A houseboat in China was named the George Saunders Memorial Gospel Boat, in memory of a son who was studying at Aberdeen University to become a medical missionary in China, but fell in action during the earlier part of the war.

NEW STAMPS

To Be Richer In Colour

(Special Air Mail Service)

London, June 2. Very soon when you go to a post office to buy stamps you'll find they're different—just the same size, but more attractive, richer in colour.

Great Britain, you see, is to have a new issue of postage stamps.

Sir Kingsley Wood, the Postmaster-General, let the secret out when opening the new General Post Office at Cambridge to-day. He said he anticipated that the first issue would be available in August.

First we should have new 1d. stamps, then new 1d. stamps. New stamps of other denominations would follow at intervals of a few weeks.

An endeavour was being made, he continued, to produce stamps of a more pleasing appearance.

There would be minor changes in the design—a more solid background displaying the King's head in relief, and colours of a richer character.

The Photogravure Process.

Then Sir Kingsley explained that the new stamps would be printed by the photogravure process.

Previously stamps have been printed from dies made at the Royal Mint, and the new process ends a connection between the Mint and the Post Office which goes back to the time when the Mint had the sole prerogative of reproducing a likeness of the King's head.

Criticism was sometimes made, Sir Kingsley said, that our stamps remained substantially unaltered. It was the valued tradition of Great Britain that our stamps should always bear the effigy of the ruling sovereign.

Philatelists would no doubt approve our policy that it was no function of the Post Office to make revenue out of stamp collectors by creating unnecessary issues.

Any variation in size would mean the complete alteration of stamp machines, of which there were 9,000 in London alone.

DERBY HOPES

In A Room Of Secrets

(Special Air-Mail Service)

London, June 2. Behind closed doors in the Savoy Hotel last night some 250 men were gathered to dine and to discuss the prospects for next week's Derby.

Members of the Jockey Club and their guests, headed by the Duke of York, were assembled under the chairmanship of the Earl of Derby, one of the founders of this still youthful organisation, which held its first pre-Derby dinner a year ago.

Among them were numbered men who know as much about racing as any in this country—owners, trainers, jockeys, backers and bookmakers.

It is a custom of the club that "every man is his own butler"—a bottle a man is the system employed. When dinner is ended the accumulated racing wisdom of the room finds expression in a selling sweep.

Last night eighteen horses were offered for sale, members and their guests having earlier bought £1 tickets which alone built up a pool of over £1,800. Mr. J. H. Thomas and the Earl of Cavan acted as drawers for the sweep.

When the auction conducted by Sir Alfred Butt ended, just under \$5,000 was in the pool—for half of each sum bid is added to the pool, while half goes to the lucky drawer of a horse. This total is well in excess of last year's.

The highest bid was for Colomby, the present favourite, drawn by Capt. E. Elgee, and knocked down to Mr. James Rank for £1,900. Other high prices paid were: Easton, £775; Umdwar, £700; Windsor Lad, £400; Alislah, £240; Badrudin, £235; Medial Knight; and Valerius, £230. "Buyers" of the first three horses in the race will receive 70, 20 and 10 per cent. respectively of the pool.

The Unpredictable Horse

The speech of the evening came from Mr. A. P. Herbert, whose views, as Lord Derby pointed out, appeared to have undergone some change since he wrote a delightful book about Derby Day.

Mr. Herbert confessed his amazement that men should think it possible, by studying the breeding and form of one horse under certain conditions and on a certain day, to predict the likely chances of another horse on another day and under other conditions.

Having begun his war service as an able-bodied seaman and ended up as a mounted officer in the infantry, he had long ago come to the conclusion that it was quite impossible to predict what a horse might be likely to do in half a minute's time. To attempt such a feat over a mile-and-a-half seemed to Mr. Herbert sheer lunacy.

But he admitted that Derby Day, for half an hour in the year, draws English-speaking people in every part of the world together as no other national event, excluding only those associated with the King and his family.

Whimsically he suggested that it was a bad milestone in British history when, in 1892, for the first time, Parliament declined to pass the hitherto accepted motion for its adjournment on Derby Day. But he reminded his hearers that, for all that, the House had been counted out on the day in question.

Lord Derby's Blank Draw

At the conclusion, Lord Derby announced that the committee had decided to make a presentation of £50 from the pool to the National Playing Field Association, of which the Duke of York is president. After the first dinner of the club last year, a grant was made to the Rous Memorial Hospital at Newmarket.

For the benefit of those who recall how last year Lord Derby drew his own horse in this sweep and went on to win the race a week later, one may add that last night he drew no horse. But he bought the chances of Bondsman for £180.

The Derby Club was founded two years ago at a dinner at which Mr. J. H. Thomas presided, and at which Lord Derby was present. That dinner was arranged to say farewell to the old H. B. Club, which had been dissolved, and out of it grew this sturdy infant, which already promises an interesting future.

Membership is limited to a hundred, and many more applications are received than can be considered. The object of the club is to hold one dinner every year—on the Thursday before the Derby.

AUSTRALIANS AT WINDSOR

Received By The King

London, June 18.

The Australian cricketers were received at Windsor Castle by Their Majesties the King and Queen, who shook hands with each one and were photographed with them.

Immediately after the official photographer had finished, each Australian left the group and took his own snapshot, the process lasting fifteen minutes.

In the meantime Their Majesties were engaged in conversation with the players.—Reuter.

FIRST PEARLY KING

Henry Croft Memorial

(Special Air-Mail Service)

London, June 2.

To-morrow evening at Tottenham a council of Pearly Kings will deliberate on the date for the unveiling of the memorial to Henry Croft, the original of their kind, who died four years ago and whose body is buried in the St. Pancras Cemetery at East Finchley. The memorial statue is worked in alabaster, and shows Croft with tall beaver hat and long-tailed coat, creaseless trousers and neat bow tie, leaning one arm against a pedestal on which is inscribed the simple legend "In memory of Henry Croft, who died January 1, 1930, aged 68 years." And on the pedestal is recorded the no doubt indisputable declaration that he was "the original Pearly King of the world."

The statue has been finished and has been lying in the mason's yard at Tottenham for some months, awaiting the choice of a date suitable for its unveiling. For the ceremony will be no ordinary one in the history of the Pearly Kings and Queens, and will be attended by pearls not merely from all over London but from many parts of the country as well. Croft in his tall hat and long, pearl-own tails will be remembered by many visitors to London at holiday times. For over forty years he went about the streets, in and out of taverns, threading his way among theatre queues, collecting money for charities. He was twice presented to royalty, and on his own estimate his collection-boxes yielded up to charity over those years the handsome sum of £4,000.

COMMUNISTS IN KIANGSI

Drive To Be Renewed

(From Our Special Correspondent)

Canton, June 17.

Because all the high military commanders are in Canton, an important conference concerning further drive against the Communists was held yesterday at the headquarters of the First Group Army under the chairman ship of General Chen Tsai Tong, the Commander-in-Chief.

The Nanking military authorities requested the First Group Army, through General Chiang Fah Cheng, the local liaison officer, to a further drive against the Communists in Southern Kiangsi. The military here decided to continue the campaign, but the central military authorities are urged to remit further transportation expenses for the vast army moving up from Chun Mun Ling in Southern Kiangsi.

General Chiang Fah Cheng was scheduled to have left here to-morrow for Nanking, but he is instructed to remain to maintain frequent contact with the military authorities as regards the anti-Communist campaign. It is possible that General Chiang will rent a house in the government residential district, Flum Blossom Village and stay in Canton indefinitely.

Meanwhile, it is reported that General Pao Hsing Hsi, Second-in-Command of the 4th Group Army, will come here from Nanking to present his views on the South-west situation. Nanking's viewpoint is expressed through General Chiang, and General Pao's arrival will set forth a new angle to the present South-west Nanking relations.

NEWS SUMMARY

Full report of the Criminal Sessions cases appear on Page 6.

A photographic club was formed in Hong Kong yesterday. Page 10.

A house in Hollywood Road was sold by public auction yesterday. Page 7.

Judgment was given in the Summary Court yesterday against Messrs. M. Y. San & Co., Ltd. Page 6.

Further evidence was given by Mr. W. A. Butterfield, at the resumed hearing of the Gas Explosion enquiry at Central Magistracy yesterday. Page 7.

Yesterday's activities on the share and exchange markets are reviewed in our Money and Market section. Page 12.

Round the Courts, a resume of the cases taken in the local Courts yesterday, is given on Page 6.

The current pictures at the local cinemas form the subject of comment in this issue. Page 5.

The Duty of Local Events, as usual, is published on Page 5.

To-day's wireless programme from ZBW (Hong Kong) KZRM (Manila) Berlin and Daventry will be found on Page 4.

An inquiry into the circumstances surrounding the death of Mrs. Alves Guerra, wife of the Consul General for Portugal who was found shot through the temple in a room at the Peninsula Hotel on the evening of May 29, was commenced with a special jury at the Kowloon Magistracy yesterday. Page 6.

Yesterday's Mixed Doubles Tennis League results are given on Page 10.

LOCAL AND GENERAL

There was a clean bill of health for the 24 hours ended on June 17.

In the Bogey (Far) Pool at Fanning played during the week-end, L. C. Glover (14) won, finishing all square. There were 25 entries.

The Society for the Protection of Children gratefully acknowledges a donation of \$250, voted by the Stewards of the Hong Kong Jockey Club for the current year.

The report of the Director of Education for 1933 has just been issued. It is in the form of a booklet and is a very comprehensive one, dealing with every aspect of education in the Colony.

Miss Annette Chen has been awarded the local Exhibition of the Trinity College of Music, London, for obtaining the highest honours (98) in the Junior Division at the Examination held in Hong Kong in September, 1933. It is interesting to note that Miss Chen passed the Intermediate Division, also with high honours, during the recent examination. She was one of the even young people who gave a pianoforte recital over the radio recently.

MALACCA SHOW

Fine Horticultural Exhibits

Malacca, June 10.

The annual show of the Malacca Horticultural Society was opened by the Resident Councillor, the Hon. Mr. J. S. W. Arthur, at the Capitol Theatre parking grounds.

The show was divided into eight sections. Among the many fine exhibits were foliage plants in pots and tubs, flowering plants, orchids, miniature gardens, cut flowers in vases and vegetables and fruits. A number of flower-bowls artistically arranged were also on view, and an assortment of curios and antiques were offered for sale.

There were also exhibitions of seeds grown by Mrs. Percy from Sutton's of Reading; seeds grown by Mrs. Beatty from Fraser's of California; seeds grown by Mr. E. Yew Kim from Yates of Sydney, Australia; and roses imported from Bees of Liverpool and Wheatcroft's of Nottingham.

The judging was ably carried out by Mrs. E. D. Butler and Mrs. L. A. Thomas, of Kuala Lumpur, Mr. C. L. Newman, Mr. Tan Soo Hock, Mrs. Tan Chay Yan and Mr. Loh Kim Swi.

The prizes were distributed by Mrs. Cardwell.

DARING PIRACY ON BOARD THE SHUNTIAN

SIX FOREIGNERS ALSO TAKEN AS CAPTIVES

Including Two British Naval Officers

Chefoo, June 18. The new steamer Shuntien, en route on her second trip from Tangku to Chefoo, was pirated this morning in the vicinity of the mouth of the Yellow River. She is now proceeding to Chefoo.

One foreigner was wounded. Six were taken ashore as captives, among whom is Mr. G. D. Nicholl, branch manager of the Manufacturers Life Insurance Co., Shanghai.—Reuter.

Chefoo, Later. In addition to Mr. Nicholl, the following were taken as captives: Lieutenants Field and Luce, of the British Navy.

Mr. Yamamoto, Mr. Brand, Second Officer, Shuntien.

Mr. Watson, Third Engineer, Shuntien.

Mr. Ross, one of the passengers, was badly injured.

Approximately twenty Chinese were also taken away by the pirates. The remainder of the passengers are well.

The Shuntien is due at Chefoo early to-morrow morning.—Reuter.

GUNBOATS HASTEN TO THE SCENE

The American destroyer Pope and tender Blttern proceeded to the scene of the piracy at 9 p.m. from Chefoo.

The British destroyers Witch and Veteran are also proceeding to the scene from Wei-Hai-Wei.

Lieut. Luce is attached to the Osiris and Lieut. Field to the Oswald, both submarines at Wei-Hai-Wei.—Reuter.

NO PLOTS WITH OTHER NATIONS

Germany's Love Of Peace

Berlin, June 18. Chancellor Hitler arrived here from Venice, last night. En route, he spoke at Gera, Thuringia, making his first speech since his meeting with the Italian Premier, Signor Mussolini.

"We have hatched no plots with other nations," he said, "but have ensured that nobody else's plots shall destroy the German nation."

"Strength is not so much expressed by cannons and tanks but rather in the unanimity of the nation's will. Limitless as is our love of peace and little as Germany desires war, yet we will fanatically uphold German freedom and honour."

"We have done the most possible for the pacification of the world. We have educated our people not merely in self-regard but also in regard to the rights of others. Let other national leaders show the same spirit," he declared.—Reuter.

MR. HEARST FREE TO VISIT FRANCE

(Special to the "Hong Kong Daily Press" (Copyright).)

Paris, June 17. The American Press magnate, Mr. William Randolph Hearst who was expelled from France in 1930, has now been granted, by the French Government, permission to revisit France, according to the Paris edition of the "New York Herald" which adds that the Government's decision has been conveyed to Hearst who is travelling in Spain, but that it is doubtful whether Hearst will take advantage of it.

The expulsion, originally decreed by the Tardieu Cabinet, was in consequence of the publication by the Hearst Press of the secret Anglo-French naval agreement which the Press magnate obtained during his stay in the French capital from the Paris correspondent, Horan, of the New York "American". Horan in turn was alleged to have received a document from

REMOVAL OF AIR CHIEF

Agitation In America

Washington, June 18. The immediate removal of Major-General Benjamin Foulois, Chief of the United States Army Air Corps, has been recommended to the Secretary of War by representatives of the Sub-Committee on Military Affairs, after studying the Army purchases report which will be sent to President Roosevelt shortly.

The Committee's report, officially presented to the House of Representatives, refers to "certain violations and evasion of the law and Army regulations by, and also gross misconduct and inefficiency of Major-General Foulois and other officers under his command."

The report takes particular exception to the fact that Army aeroplanes were bought by negotiation instead of after competitive bidding.—Reuter.

UNFAIR AND UNJUST REPORT

Washington, June 18. Major-General Foulois in an interview declared that the report was most unfair and unjust.

He added that he had no fear of the outcome of any impartial investigation of the charges. He was ready to meet his accusers at any time in open court.—Reuter.

ROYAL HUNT CUP

The Call Over

London, June 18. The following is the call over for the Royal Hunt Cup to be run at Ascot to-morrow:—

Alluvial, 10/1.
Renten Mark, 100/9 t. and o.
Earlston, 100/8 o.
Mortair, 100/8 o., 100/7 t.
Commander Thirl, 100/7.
The Abbot, 15/1 t. and o.
Fonab, 100/6.
Light Sussex, 20/1 o.
Pricket, 22/1.
Cotton Easter, 25/1 t. and o.
Hot Fight, 25/1 t. and o.
Highlander, 25/1, 28/1 t.
Shrewton, 25/1, 28/1 t.
Solfatara, 25/1, 28/1 t.
Soldier, 25/1, 28/1 t.
North Devon, 28/1 t. and o.
Young Native, 28/1 o., 33/1 t.
Canteerner, 33/1 o., 40/1 t.—Reuter.

DAVIS CUP TENNIS

Australia Wins Tie

Australia made further progress in the Davis Cup contest by winning the tie against France.

Crawford who had won the doubles after his signal failure against Merlin, forged ahead again, beating Boussus in a gruelling five-set match.

The scores in favour of Jack Crawford were 2-6, 6-2, 4-6, 8-4, 6-0.—Reuter.

(Earlier Results on Page 10)

CHINESE DELEGATE AT GENEVA

Amsterdam, June 18. Mr. Wellington Koo is returning to China for a period of six months.

He will be replaced as Chinese representative at Geneva by Mr. Wu Sze King, Minister at the Hague.—Reuter.

an official in Quai d'Orsay who was subsequently dismissed from his post while Horan was arrested and expelled from France.—Trans-ocean Kuo Min.

KIEL REGATTA REVIVED

First Since The Great War

(Special to the "Hong Kong Daily Press" (Copyright).)

Kiel, June 17. Magnificent sunshine favoured the opening of the Kiel Regatta on Sunday after an interval of twenty years by the Reich Sports leader, von Schammer und Osten in the presence of thousands of enthusiastic spectators but the absence of wind proved a drawback for the racing in which 500 yachts, including numerous foreign ones took part.

During the regatta week upwards of 150 distinguished visitors from Germany, and abroad are the guests of the German Government aboard the Lloyd Line R/c Panuo.—Transocean Kuo Min.

NEW ORLEANS HURRICANE

Casualty List

New Orleans, June 18. At least six persons were killed and scores were injured in the week-end hurricane which swept over a 200-mile front along the coast of Louisiana and the Mississippi.—Reuter.

An earlier cable stated that the hurricane, which was probably the tail-end of the San Salvador Tornado, blew off the roofs of houses in the towns and hamlets, while chimneys and windows of houses were shattered.

ADJOURNMENT OF CONGRESS

Final Scenes

Washington, June 17. A threat by Senator Long to block all legislation unless bankruptcy farmers are granted a six-year moratorium has keenly disappointed United States Congressmen who are already preparing to disperse. Before the adjournment of Congress it will be necessary to pass the Labour Bill for averting the strike in the steel industry.

On Saturday, the Senators imagined that the bells summoning them from supper meant that the Bill had passed. They rushed to the floor merely to learn that several filibusters were blocking the Bill's progress.

The Democratic leader, Senator Robinson, declaring that it was impossible thus to conduct public business, moved a recess. A similar motion was put up at the House of Representatives a few minutes later, and weary Congressmen disgruntledly went home after 13 hours of continuous sitting.

Stubborn battles are forecast before the final adjournment of Congress.—Reuter.

U.S. LABOUR BILL

Washington, June 18. The Labour Bill has been sent to President Roosevelt for signature.—Reuter.

MR. KURAMOTO LEAVING FOR JAPAN

Shanghai, June 18. Mr. Kuramoto's wife, accompanied by their three children, arrived here this morning and immediately went to the Fooming Hospital in Hongkew to join her husband. The family are leaving for Japan on Wednesday, aboard the Nagasaki Maru.—Reuter.

FLAMING LIKE HUMAN TORCHES

Fredericksburg, Virginia, June 18. Flaming like human torches, white and negro employees rushed from a burning building after a terrific explosion which wrecked the Virginia Industrial Corporation factory here, yesterday.

One negro was fatally injured and 11 negroes and two white men sustained lesser injuries. The cause of the explosion is unknown.—Reuter.

THE COMEDIE FRANCAISE

Europe's Oldest Troupe

(Special Air-Mail Service)

London, June 2.

A Theatrical company, with a noble history begins a fortnight's season, here to-morrow. This is the Comedie Francaise. It was originally the company formed by Moliere.

The Duc d'Orleans, Louis XIV's brother, had enjoyed their performances in provincial towns. He brought them to Paris, where, on Oct. 24, 1683, they played before the king.

Louis was so pleased that they were allowed to stay in Paris, where they were known as the Troupe de Monsieur—the title of the king's brother. In 1680 they took the theatre in the Palais Royal. Five years later they became the Troupe Royale, though not till after Moliere's death was the Theatre Francaise founded.

This has since enjoyed an uninterrupted existence. As the most famous of nineteenth-century French critics wrote:

"A small number of old institutions have remained standing in France through all our more than periodical revolutions. In this number is that which is so justly called the Comedie Francaise."

SILVER MARKET

(From Our Own Correspondent)

London, June 18.

London silver prices to-day were unchanged to-day, as follows:—

June 15 June 18

Spot 19.11/16 19.11/16

Forward 19 19

The London on New York cross-rate at closing to-day was

5.04-11/16, compared with 5.04-15/16 at closing on Saturday.

15/16 at closing on Saturday.

ANGLO-FRENCH TRADE AGREEMENT

Hailed As A Step In The Right Direction

London, June 18.

The Anglo-French commercial agreement is hailed in the city circles as a step in the right direction, breaking down the barriers in industrial nationalism with its disastrous consequences to world trade which is evident on all sides to-day.

The agreement is expected to benefit British cotton, hides, leather, automobiles and tyres, but South Wales is doubtful how her coal will be treated.

It is expected that, British exports will increase eventually, but the increase will not be large for fear of arousing protests by the French mining industry.

Lyons is reported to be overjoyed at the news of the agreement, expecting a large increase in exports of silk to Britain which is still her largest market.

The Stock Exchange is not affected by the news and is awaiting further details.

The agreement reflects a keen desire on both sides to improve Anglo-French trade which has for some time been declining.—Reuter.

CONDITIONS IN SUIYUAN

Nanking, June 18.

Marshal Chiang Kai Shek this morning received the chairman of the Suiyuan Government, Fu Tso Yi, who gave a detailed account of the political and military conditions in Suiyuan.—Reuter.

DR. INGRAM'S MURDER

Peking, June 2.

The Hopei Provincial Government has offered a reward of \$2,000 in connection with the murder at Shihchingshan, of the 75-year-old American missionary, Dr. J. H. Ingram, in addition to the reward of \$2,000 offered by General Ho Ying-ching.—Reuter.

U.S. PUBLIC DEBT

A New Record

Washington, June 17. The United States public debt has reached a new record of \$27,005,000,000, exceeding the former highest figure of \$26,596,000,000 reached on August 31, 1919.

President Roosevelt's estimate for June 30, the end of the financial year, was \$29,847,000,000 but there is a balance of \$2,750,000,000 accumulated in the general fund to meet extraordinary emergencies between now and September 15.—Reuter.

PROFESSOR "MISSING"

While Released On Bail

Tokyo, June 18. Professor Bickerton, the New Zealander, formerly a teacher in a Japanese Government school, who was arrested early in March and released on bail on April 28, following a charge of conspiring to disturb public order, is reported to be missing.

He is probably on board the s.s. Empress of Canada.—Reuter.

ISOLATION CAMPS IN POLAND

Warsaw, June 18. Following the example of Germany and Austria, the Polish Council of Ministers have passed a decree, to be promulgated to-day, establishing isolation camps for individuals who menace the public order.

This closely follows the assassination of the Minister of Interior, on June 13 of which the Polish Nazis are suspected.—Reuter.

GERMAN ARMS DELEGATE

Visit To Paris

Paris, June 18. It is revealed that Herr von Ribbentrop, Chancellor Hitler's Disarmament envoy, visited Paris with the greatest secrecy during the Venice meeting, and gave M. Barthou a detailed account of Germany's demands on the subject of armaments.

M. Barthou replied that Germany must first return to the League of Nations and resume her place in the Disarmament Conference, and then France will impartially examine her case.—Reuter.

PARIS JOURNAL'S COMMENT

(Special to the "Hong Kong Daily Press" (Copyright).)

Paris, June 17. The "Echo de Paris" is up in arms over the meeting between M. Barthou and the Reichs disarmament commissioner, von Ribbentrop, which took place on Saturday and at which Franco-German relations were discussed. The paper warns the Foreign Minister not to be led into a "clumsy trap" set by Germany whose standpoint is, according to the paper, unaltered.

In a semi-official statement issued after the meeting it is declared that the discussions centered around the disarmament problem. The German Chancellor's delegate elucidated Germany's desires in every detail. Barthou is said to have replied that Germany ought to return to the League and the disarmament committee where her wishes would be examined with requisite im-

RAILWAY AGREEMENT REVISION

Apportionment Of British Section Profits

(From Our Special Correspondent)

Canton, June 18.

Two representatives from the Ministry of Railways in Nanking who have arrived here with the object of entering into negotiations with the British section of the Canton-Kowloon Railway for a revision of the agreement will have an informal parley to-day with Mr. Theodore T. Hu, managing director of the Canton-Kowloon Railway and Mr. Li Sen Kan, managing director of the Canton-Hankow Railway.

The Nanking officials went on an inspection trip of the Chinese section yesterday morning in order to acquaint themselves with the railway. They were accompanied by representatives of the Canton section, who acted as guides.

The point to be taken up with the British section is concerned mostly with the question of apportionment of profits, the present rate being 65 per cent. of the receipts for the Chinese section and 35 per cent. for the British section.

EUROPEANS FINED

Gambling In An Apartment

Shanghai, June 18. As a sequel to a raid by the French Police, J. Read and W. A. Hawkins were each fined \$200 in the British Police Court this afternoon for having used an apartment for the purpose of gambling.

They were found guilty under Decree of Henry VIII. Unlawful Games Act 1728.

Read was also ordered to pay \$100 costs.

A roulette wheel and other paraphernalia seized were ordered to be handed over to the Police to be destroyed.—Reuter.

SPECIAL TAX IN CANTON

Levy on Imported Goods

Canton, June 18.

The City Chamber of Commerce has endorsed the proposal of the Kwangtung Provincial Government in levying a special protection tax on sixteen imported goods amounting to a surcharge of about ten to twenty per cent. of the present import tariff.

Proposed by the Provincial Department of Finance, the new tax is approved by the provincial government. Before it is put into effect, the Provincial Department of Finance is securing the opinion of merchants and tax experts on this subject.

The City Chamber of Commerce believes that the sixteen imported goods have their counterpart in local products, which require protection. The Chamber holds the view that there are more than 16 kinds of goods that need protection, such as matches, artificial silk, thermos bottles, gold and silver goods, and leather goods.

The Foreign Trade Association of the South-west Political Council is making a compilation of the number of goods manufactured in this province. If they are being competed by foreign goods, the Association will recommend a surtax on the imported commodities.

Meanwhile, the Foreign Trade Association reports that the consumption of coffee in Kwangtung has increased to about \$500,000 a year. This is due to the fact that many Chinese like to be Europeanized even in regard to beverages. The number of tea rooms and restaurants serving foreign dishes are increasing, hence more coffee is consumed. They are imported from England, the United States and India.



The World's best Night-cap to ensure Sound, Natural Sleep

GRIMMETT TAKES 5 FOR 27 RUNS

Middlesex's Feeble Batting

(Special Air Mail Service)

London, June 2. The Australians beat Middlesex by ten wickets at Lord's yesterday. Thanks chiefly to Bradman, who added 60 runs to his not-out 100 in 45 minutes, and to a stylish innings of 56 by Kippax, they gained a first-innings lead of 87 runs.

Middlesex tried collapse; their batting—with the exception of Hendren and Hart—being feeble to a degree. By six o'clock the match was over. Grimmett took five wickets for 27; but even so, the batting was very poor.

Bradman's glorious batting was the feature of the game, but we are accustomed to centuries from him, and, possibly, in future years the match will be best remembered for H. J. Enthoven's hat-trick. The Middlesex captain got rid of Grimmett, Ebeling, and Wall with successive balls, and thus repeated a feat which he had previously accomplished for the Gentlemen against the Players, at Lord's some years ago. How many cricketers have accomplished a hat-trick twice?

Bradman's "Slash" Stroke
There was a very big crowd for a Monday morning when play began. Bradman, of course, was the lure, and he began scoring at once. He made a great on-drive into the pavilion off Enthoven, and a straight drive for 4, and when Feebles relieved Enthoven, an off-drive—or shall I call it a slash stroke?—sent the ball past cover like a flash. It was the sort of stroke that will linger in my memory, as will a similar stroke off Hammond, at Sydney, in March, 1933.

From Smith he made a glorious square cut and a most powerful hook, both for 4, and then a big drive was splendidly caught by Hulme right on the pavilion rails. Bradman batted for exactly two hours.

I have exhausted my vocabulary of praise in regard to him. I will merely say that he is a genius, and a "jolly" genius. He goes for the bowling from the start, plays strokes which thrill one, and smashes up bowling to such an extent that one is led to believe that the bowlers cannot bowl.

But the moment he was out Feebles and Robins looked good bowlers, as undoubtedly they are.

Stands Supreme To-day

Would that we could bring back Barnes and F. R. Foster, Richardson and Lockwood, Peel and Lohmann! Would Bradman have been able to pulverise these great men with their command of length and break and control of the ball? What is certain is that to-day he stands out supreme, a small but dominating figure.

Kippax is a beautiful batsman, a model for the young. He has a lovely off-drive and plays well off his legs, but Feebles and Robins, for half an hour and more, kept him and Chipperfield quiet. Kippax was low to Robins—and Chipperfield caught and bowled.

Chipperfield has a very good square cut, as have most Australians, and is strong on the on side. He does not appear to be scoring, and yet the runs mount up.

Then came Enthoven's hat-trick: Grimmett caught at the wicket, Ebeling stumped, and Wall bowled off his pads 319-9-0. The last wicket added 28 runs. Barnett showing himself a capable and spirited left-handed batsman.

Enthoven is a far better bowler than in his modesty he gives himself credit for. He has a good action, can keep a length, and above all flights the ball cleverly. He is indeed a good bowler "before the pitches," as the saying goes; and I hope that after his triumph of yesterday he will continue to give himself "a good bowl" as I ventured to suggest yesterday.

Smith improves daily as a bowler, and he will continue to improve. He is beginning to realise that length is the first and last principle of bowling. The Middlesex fielding, with one exception, was good and keen. Hulme excelled himself, and Feebles and Robins were also very smart and quick. Judge is far too young to use a foot instead of a knee; but he must endeavour to smarten up his work. At present he is "idle on parade"—and no drill sergeant ever overlooked that.

Middlesex Debauch
The Middlesex innings was a debacle. Explain or excuse it as one may, it was a very poor show. The bowling was good, but it was

met by batting which I will not attempt to describe. Grimmett and O'Reilly seemed to mesmerise the batsmen, except Hendren and Hart, and I have a strong suspicion that the latter's bat was not as straight as Euclid's famous definition when O'Reilly bowled him.

Smith played back at Grimmett and met with disaster, and though Enthoven did his best to improve matters, the end was only a matter of time.

When Australia went in we saw Allen bowling with a shortened run, but his action was as good as ever, and he came as quickly off the ground as ever.

HOBBS SCORES HIS 197th CENTURY

A hundred by Hobbs—the 197th of his career—and a three-figure opening stand with Sandham, were the features of the play at Old Trafford, where Surrey led Lancashire's first innings total of 263, by 61 runs. Going in again, Lancashire lost two batsmen while raising 28.

Hobbs did not hurry in his attempt to get runs. Yet he was always master of a not too strong attack, and did not give a single chance during four hours at the crease.

He batted 80 minutes on Saturday for 32, and took another 2 hours 10 minutes yesterday in completing his first hundred of the season. He hit only six 4's, but never neglected to jump in and drive when opportunity offered.

Faultless defence and skilful placing marked a fine innings which earned cheers from the crowd when Hobbs was second out at 210.

Sandham helped him score 184 for the first wicket—the 64th time the pair had sent up three figures for Surrey's opening partnership. First to leave, Sandham batted three hours forty minutes and hit five fours.

The Lancashire total was passed with four wickets down, but apart from some bright hitting by Holmes, Squires and Fender, the later batsmen were disappointing against the fast-medium bowling of Booth, who took five wickets for 37 runs in one spell after sending down 30 overs for 55 without success.

SOMERSET SAVE THE GAME

A stubborn stand by L. Hawkins and J. C. White enabled Somerset to make a fine recovery at Lord's yesterday. By the time they had added 125 for the seventh wicket Somerset were nearly 100 ahead, and before they were all out at 5:25, as many as 214. As play had been started at 11 and ended at 5:30, Middlesex were given no chance to bat again.

Somerset were 205 behind on the first innings, and, although 45 of that number had been scored by the brothers Lee on Thursday evening, four wickets fell for another 65 runs yesterday morning. This meant that 85 still were wanted to avert defeat in an innings, with fully 34 hours of play still available.

Few among the sprinkling of spectators may have expected the match to last so long, in spite of the mediocrity of the Middlesex bowling.

F. Lee was out first, caught at the wicket off Smith, whose pace and occasional lift were not negligible, even if his length was far from being crushingly accurate. Two remarkably good catches by younger members of the Middlesex team accounted for the next two wickets, also off the bowling of Smith. J. Lee went to a brilliant one-handed grab at forward short-leg by Young. A similar effort with the left hand by Gray, fielding in the gully, sent back R. A. Ingle when he, too, looked to be settling down. Ingle's outstanding hits were three 4's off Robins. C. C. Case, by contrast, soon was bowled by Robins, whose slow met with no other success throughout the innings. E. F. Longridge and L. Hawkins without a vast amount of difficulty carried the score from 110 to 172, but when the former drove a catch into the hands of Smith at mid-off, and soon after that, Wellard, in letting fly at the same bowler H. J. Enthoven, was magnificently held by Putner on the very edge of the on-boundary, Somerset

were more than ever against the wall. Longridge had made some nice strokes in the course of his 33, and so far Hawkins had scored 32.

A Splendid Effort

It was at this point, about 20 minutes before luncheon, that J. C. White joined Hawkins and what proved the decisive partnership of the match was begun. Actually the stand never should have developed in the way it did, for when he had made 44 Hawkins should have been caught by Watkins at square leg off the bowling of Smith. A little later on, too, White, at the personal score of 20, might have been caught in the gully if Young had been able to repeat a previous great effort. Apart from these escapes, however, both Hawkins and White played solidly and well while the bowling still threatened a little, and with ample aggression when the resources of the Middlesex attack obviously were exhausted. Robins once or twice tied his man up a bit, but he was soon mastered as completely as the others.

Hawkins reached 96, his highest score in first-class cricket—an 82 at Trent Bridge earlier in the season having, perhaps, pointed the way to his eventual success—and then missed his century by hitting the ball firmly into the hands of Hulme at short fine-leg—another wicket for Smith. White proceeded to join in another substantial partnership, with G. M. Bennett. This added 71 in 50 minutes before the latter lost his wicket. White himself went soon afterwards at the total 378 for nine, having, like Hawkins, also, he had made a good proportion of his runs on the on-side, and hit seven 4's. Hawkins, in addition, had pulled one of Smith's long hops for 6.

Finally, the last Somerset pair, Luckes, a very excellent batsman for a No. 10, and R. Robertson-Glasgow had put on a further 41 runs and carried the total to over 400. The whole innings represented an effort that was worthy of the Somerset reputation for producing the unexpected from nowhere.

WORCESTER v. WARWICK

Thanks to some excellent bowling by Perks, Worcestershire were in a good position at the close of play yesterday, being only 97 runs behind, with seven wickets in hand. Warwickshire were unlucky in that Wyatt had to retire with an injured foot, and, though he returned later, he had the services of a runner.

Warwickshire lost half their wickets for only 22 runs—Perks taking all four at a cost of one run—and at the lunch interval the score was 63 for six wickets.

Smart came to the rescue with some big hitting. He reached his 50 in twenty-five minutes, and was eventually caught in the long-field after scoring 65, which included eight boundaries, as well as the two 6's. After Mayer had been sent back, Holmes put up a plucky stand with Wyatt, who completed his 50 after nearly two and a half hours' batting. The partnership added 50 runs before Jackson closed the innings, Wyatt being not out for 68.

Worcestershire lost Walters when only 19 runs had been scored, but Gibbons and Patandri added 82 before the latter left. Martin was soon out, but Bill stayed until the drawing of stumps.

LANCASHIRE v. SURREY

This match was reserved for Duckworth's benefit, and there was a good crowd. When stumps were drawn, Surrey, who included Hobbs in their side, were 196 runs behind the Lancashire total with all their wickets in hand.

Gover, the Surrey fast bowler, was responsible for Lancashire losing Hopwood and Tydaley for 28 runs, but then Watson and Iddon improved the position, taking the total to 101 before Watson was caught at the wicket after a stay of an hour and three-quarters. Iddon and Paynter had carried the score to 123 by lunch.

Iddon and Paynter steadily improved Lancashire's position after the interval, and against some erratic bowling runs came quickly. Iddon reached 50 after eighty-five minutes, but Paynter was clean bowled at 198, after the partnership had realised 97. Hawkwood was beaten when Holmes came on with the new ball, and half the side were out for 203.

These quick successes put new life into the Surrey attack. An in-swinging disposed of Butterworth

U. S. BASEBALL

Sunday's Results

New York, June 17.—The following are the results of baseball games to-day which included a number of double headers:—

National League			
	R.	H.	E.
Brooklyn	4	10	2
Cincinnati	2	5	0

Brooklyn	9	14	4
Cincinnati	7	12	1
Lombardi hit a homer.			

Boston	4	3	1
Chicago	2	7	1

Boston	2	11	2
Chicago	3	8	1
Chuck Klein hit a homer. Game went to 11 innings.			

Philadelphia	0	5	2
Paul Dean Pitched			
St. Louis	6	7	1
Philadelphia	5	8	2
St. Louis	7	10	2
Game abandoned after 8 innings owing to darkness.			

New York	9	11	0
O'Doul hit a homer.			
Pittsburgh	3	10	2
P. Waner hit a homer.			

P. Waner hit a homer.		
American League		
Cleveland	2	5 0
Walker and Goslin hit homers.		
New York	3	8. 0

St. Louis	10	11	1
Bejma hit a homer.			
Boston	7	10	0
Reynolds hit a homer.			
St. Louis	3	6	3
Boston	6	10	0
Six innings were played in compliance with the Sunday law.			

Chicago	2	3	1
Simmons hit a homer.			
Philadelphia	3	4	0
Johnson hit a homer.			
Detroit	5	9	2
Greenberg hit a homer.			
New York	2	3	1

—Reuter.

DAVIS CUP TENNIS

Australia Wins Doubles

Paris, June 17.—Jack Crawford, who was sensationally defeated by Merlin, succeeded in the doubles. Partnered by Adrian Quist, he placed Australia in the lead by two matches to one. The Australian pair beat Borotra and Brugnon in a five-set duel.

Czechoslovakia won one of the remaining singles matches in Milan to eliminate Italy and enter the European Zone Final. They were leading Italy two matches to one and the success of De Stefani (Italy) over Menzel made no difference, as Hecht beat Rado.

The following are the results:—J. A. Crawford and A. K. Quist (Australia) beat J. Borotra and J. Brugnon (France) 6-3, 6-4, 5-7, 4-6, 6-3.

De Stefani (Italy) beat R. Menzel (Czechoslovakia) 6-0, 7-5, 6-2, 5-7, 6-3.

L. Hecht (Czechoslovakia) beat C. Rado (Italy) 6-2, 3-5, 6-2.

—Reuter.

PASTORS IMPRISONED

Berlin, June 16.—Three Protestant pastors have been sentenced to terms of imprisonment of six, four and three months respectively, and two others fined by a special court in Schwerin, Mecklenburg for "malicious attacks on the Government national revolution," as defined by the Reich President's emergency decree of March 21, 1933.

Two other pastors were acquitted, one in consideration of his distinguished services to Germany abroad.—Transocean Kuo Min.

th; Iddon was leg-before at 227, and Eckersley was sent back at the same score, three wickets falling for 20 runs. Iddon cut and drove powerfully, hitting thirteen 4's in a stay of three hours. During the tea interval, taken with the score at 228 for eight, it was learned that a collection for Duckworth realised £123.

MIXED DOUBLES LEAGUE

United Services and K.C.C. Win

The United Services Recreation Club, challengers and potential winners of the Dunlop Shield for the Mixed Doubles League, defeated the Ladies Recreation Club on the former's courts by 7 sets to 2 yesterday evening.

The winners were never really extended throughout, although Dr. and Mrs. R. S. Trall played exceedingly well in spite of a racking cough which troubled Mrs. Trall all through the encounter.

Dr. Trall was most effective with some splendid cross court drives, and his wife volleyed magnificently on occasions, while her lobbing lacked nothing.

H. J. Armstrong was very weak but was well backed up by Miss Thomas whose service was much the best seen among the Ladies playing. Miss Patterson was weak, particularly on her back hand but she should improve, while Dunham gave her splendid support.

For the winners, L. Goldman and Mrs. Kayll carried all before them and were never really extended. Goldman was very good overhead while his back-hand driving was very effective in the long rallies. Mrs. Kayll, as usual, was brilliant overhead and volleyed, and half-volleyed with perfect assurance. She could, however, yet improve her service.

Captain Cannon had an off day and made innumerable mistakes, while Mrs. Lewis Bryan was good and got over some really excellent drives and placements. Major and Mrs. Withington were a very good partnership, Major Withington being particularly good at the net, while Mrs. Withington drove to both corners with deadly accuracy.

K.C.C. Beat G.R.C.
At the Kowloon Cricket Club, the Chinese Recreation Club, holders of the Dunlop Shield, were again defeated by the Kowloon Cricket Club, by 64 sets to 24 sets.

E. C. Fincher and Mrs. Wilson were again unbeatable and did well, although Willy Hung and Miss Cheung extended them to 12 games.

Paul Kong was again an absentee and this is what probably had much to do with the large marginal win by the K.C.C.

Yesterday's games should augur well for next week's encounter between the U.S.R.C. and the K.C.C., and should the latter defeat the potential champions, the result will be drawn, otherwise the U.S.R.C. will have won the Shield.

U.S.R.C. v. L.R.C.
Dr. and Mrs. R. S. Trall (L.R.C.) lost to L. Goldman and Mrs. Kayll 1-6.

lost to Capt. P. S. Cannon and Mrs. Lewis Bryan 4-6.

beat Major and Mrs. E. L. Withington 7-5.

Thomas (L.R.C.)—lost to Goldman and Mrs. Kayll 0-6.

beat Cannon and Mrs. Lewis Bryan 6-3.

lost to Major and Mrs. Withington 5-7.

D. C. Dunham and Miss Patterson (L.R.C.)—lost to Goldman and Mrs. Kayll 1-6.

lost to Cannon and Mrs. Lewis Bryan 4-6.

lost to Major and Mrs. Withington 1-6.

K.C.C. v. G.R.C.
E. C. Fincher and Mrs. W. H. Wilson (K.C.C.)—beat Tam Yoc-fong and Mrs. Chiu 6-2.

beat W. C. Hung and Miss Cheung 7-5.

beat H. Ka-lau and Mrs. Ho Ka Lau 6-1.

E. F. Fincher and Mrs. Miller (K.C.C.)—lost to Tam and Mrs. Chiu 2-6.

beat Hung and Miss Cheung 6-1.

drew with Mr. and Mrs. Ho Ka-lau 6-6.

A.E.P. Guest and Miss M. Griffith (K.C.C.)—beat Tam and Mrs. Chiu 6-4.

beat Hung and Miss Cheung 6-0.

lost to Mr. and Mrs. Ho Ka-lau 5-7.

"B" DIVISION LEAGUE
Playing a postponed "B" Division match at Sookpoo yesterday, the Chinese Recreation Club defeated the Indian Recreation Club by the convincing score of 74 sets to 14.

PHOTOGRAPHIC CLUB

Meeting Held Yesterday

Preliminary discussions with regard to the formation of a club for photographic enthusiasts in Hong Kong took place at a meeting at Messrs. Lane Crawford's restaurant last evening, which was presided over by Mr. J. C. Grenham.

It was decided that a Club should be formed and that its name was to be The Hong Kong Photographic Club. A committee was formed to go into the details of the facilities to be provided by the Club. The following were elected:—

President: Mr. J. C. Grenham.
Secretary: Mr. S. B. Tan.
Committee: Mr. P. Dragon, Mr. R. P. Dunlop, Mr. G. M. Betts, Dr. F. Bunje, Mr. C. L. Chau and Mr. June (of Mayen Studio).

The meeting decided that an entrance fee of \$5 should be charged to members joining within a period to be specified by the Committee later. The subscription was fixed at \$2 a month.

CONDITIONS IN HUPEH

General Paints A Cheerful Picture

Hankow, June 8.—A cheerful picture of conditions in western Hupeh is painted by General Chang Chun, Chairman of the Hupeh Provincial Government, who has just returned from an inspection tour of that part of the province.

General Chang said that he visited eight districts in western Hupeh, including Ichang, Kiangning, Ito and Chaiyau, and found the people living a quiet and peaceful life. Since the flight of the bandits under Ho Lung to Kwelchow, all traces of the outlaws have disappeared. He specially commented upon the excellent discipline of the local military units.

The people in western Hupeh are also making earnest efforts to stamp out the opium evil, General Chang continued. In Ichang and Shasi one cannot even find an opium den.

Flood Anxieties
The dykes along the Yangtze having been strengthened, no anxiety need be felt about floods. The Hupeh Provincial Government will hereafter devote itself to cotton cultivation, land reclamation and flood-prevention in order to provide a sound basis for the economic reconstruction of the province, he added.

Turning to communications in western Hupeh, General Chang stated that construction work along the projected Hankow-Ichang Highway has proceeded as far as Shasi. Survey work on other projected roads is also being pushed forward.—Kuo Min.

P.E.N. CONGRESS

(Special Air Mail Service)

London, June 2.

Delegates from some 25 countries, including Scotland, will attend the 12th International Congress of P.E.N., which opens in Edinburgh on June 17. The guests of honour include Mrs. Dawson Scott, London, the founder of P.E.N., and M. Ivan Mestrovic, the famous Yugoslav sculptor. Among the delegates will be Mrs. Beatrice Kean Seymour and Mr. Ernest Raymond, England; M. Jules Romains and M. Benjamin Cremonese, France; and M. Johan Bojer, Norway, several of whose novels are well known in translation to British readers. An interesting delegate from London is Mr. S. I. Hsiung, whose distinction it is to have translated Sir J. M. Barrie into Chinese.

Y. Tso 6-5
lost to L. F. Hon and F. K. Lau 1-6.

lost to F. F. Choy and M. K. Lau 2-6.

A. M. Rumjahn and A. K. Ismail (I.R.C.)—lost to Lee and Tso 1-6.

lost to Hon and Lau 4-6.

lost to Choy and Lau 1-4.

F. D. Periera and M. O. Hoozen (I.R.C.)—lost to Lee and Tso 2-6.

beat Hon and Lau 6-4.

lost to Choy and Lau 4-6.

MAKE YOUR SKIN CLEAR

WONDERFUL CURATIVE POWERS OF ZAM-BUK EXPLAINED.

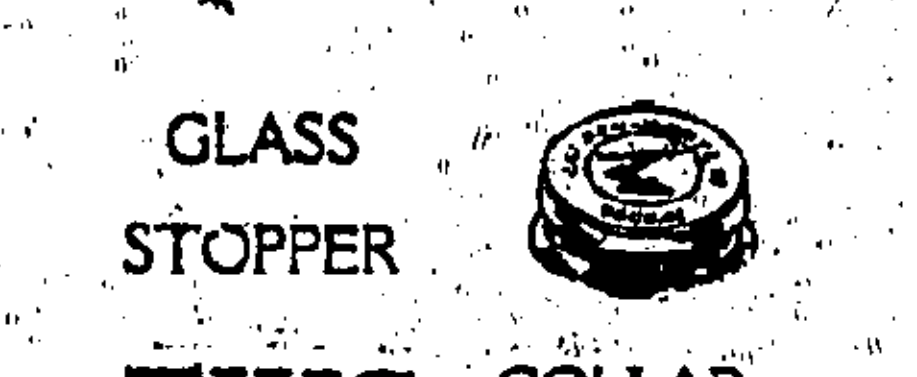
The human skin, to keep flexible and healthy, secretes a supply of oils in the tiny glands inside the tissues. When this "oil bath" dries up, the skin becomes harsh and irritable and often breaks out in disfiguring disease. Recent scientific research has rediscovered a secret of the ancient races whereby an alternative for this natural lubrication of the skin was produced by compounding the highly-potent oils of certain rare herbs into precious ointment.

To-day that most wonderful preparation, Zam-Buk, combines all the old secrets of skin treatment with twentieth century medical knowledge and manufacturing skill. On the careful selection and scientific manner in which the valuable herbal extracts are blended together depends the marvelous soothing and curative powers of Zam-Buk.

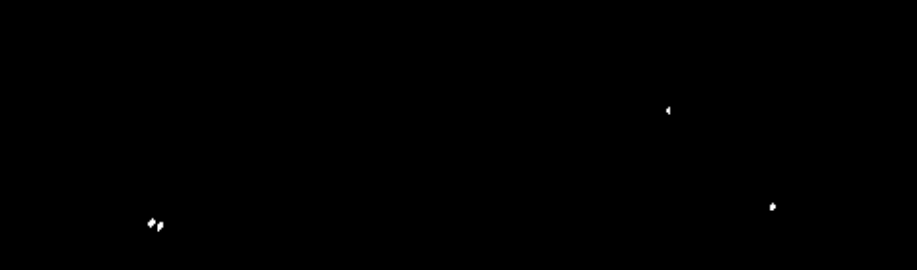
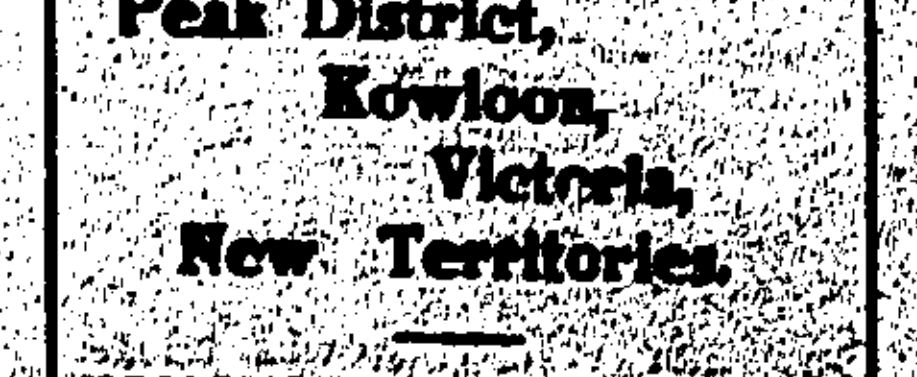
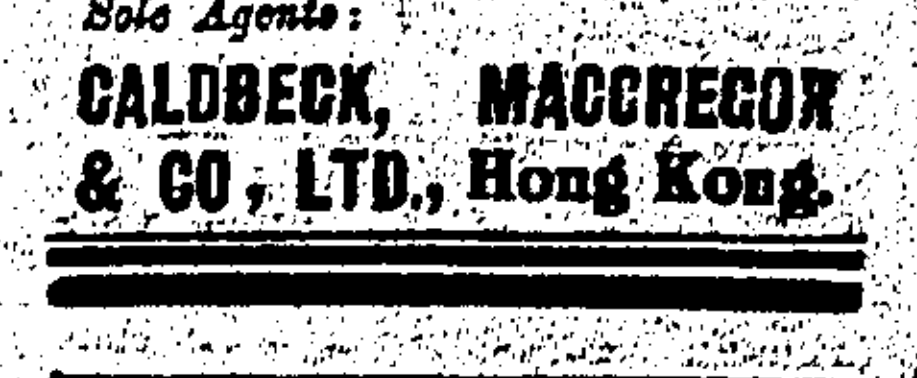
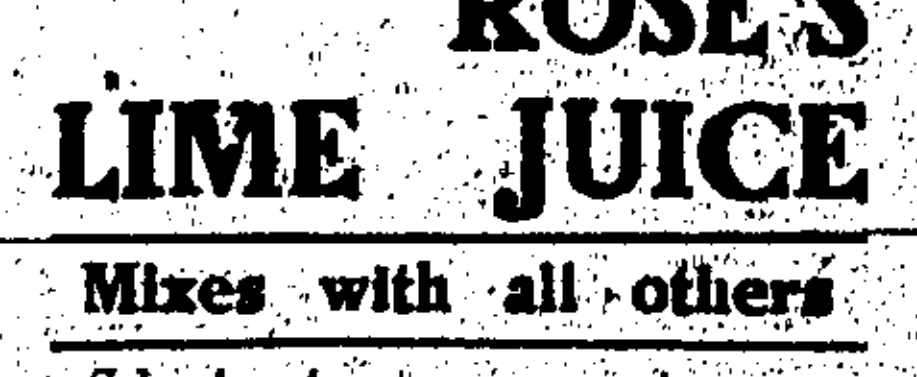
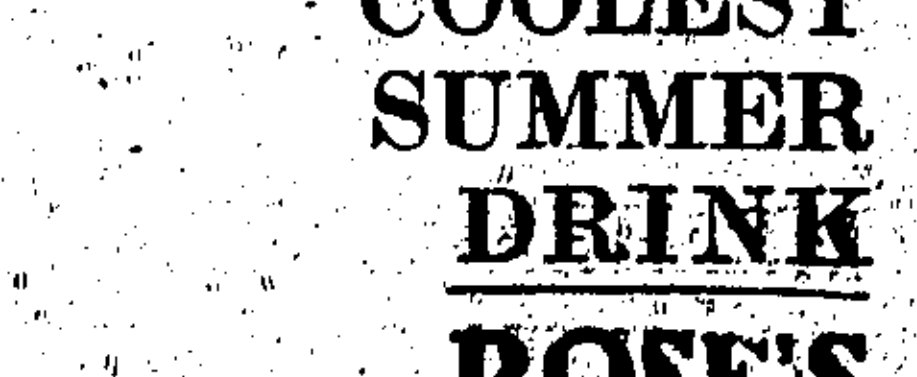
Whether used for eczema, ulcers, poisoned sores, or for minor troubles like cuts, bruises, pimples, insect bites, etc., Zam-Buk is always ready to soothe and heal. It ends pain like magic, allays itching and inflammation and destroys disease germs. Nothing else goes right to the roots of the trouble like Zam-Buk. It draws out corruption, makes the entire skin healthy and wholesome.

Zam-Buk, guaranteed free from all animal fats, is sold in handy sized boxes of all chemists and dispensaries. Agents:—Messrs. Gilman & Co., Ltd., 44, Des Voeux Road, Hong Kong.

THIS



ALL GUARANTEE
HENNESSY
BRANDY



DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

Buyers	Selling	Value	Nominal	Monday, June 18	Buyers	Selling	Value	Nominal
Banks								
1,800				H.K. Banks				\$1,840
				Bo. (London)				\$184
				Chartered Bank				\$288
				Morrells Bk. & Co.				\$215
				Do. "C"				\$215
				Bank of East Asia				\$215
				N. O. & S. Banks				\$215
				Am. O. Fin. Corp. B.				\$215
				Ch. Fin. Corp. Ord. S.				\$215
				Do. Prof. S.				\$215
Insurance								
				Canton Insurance				\$300
				Underwriters				\$300
				Union Insurance				\$300
				H.K. Fire				\$300
				International Assoc. S.				\$300
Shipping								
				Douglas				\$40
				Steamboats				\$40
				Indos (pref.)				\$40
				Do. (def.)				\$40
				Shells				\$40
				Waterfront				\$40
Mining								
				Antamoks				\$40
				Balates				\$40
				Baguio Gold				\$40
				Bergmont Consolidated				\$40
				Do. Goldfield				\$40
				Big Wedge				\$40
				Gold River				\$40
				Gold Creek				\$40
				Ipo Mining				\$40
				Itogons				\$40
				Kailans				\$40
				Langkata (single) S.				\$40
				Explorations				\$40
				Shanghai Loans				\$40
				Ranch				\$40
				Venezuela Gold Field				\$40
				Docks, Wharves, Godowns, etc.				\$40
				H.K. & W. Wharves				\$40
				Providents (old)				\$40
				Do. (new)				\$40
				H.K. & W. Docks				\$40
				S. China Motors "A"				\$40
				Do. "B"				\$40
				Shanghai Docks S.				\$40
				New Engineering S.				\$40
				Hongkows (old) S.				\$40
				Do. (new) S.				\$40
				Lands, Hotels, and Buildings				\$40
				H.K. Hotels				\$40
				H.K. Lands				\$40
				Shanghai Land S.				\$40
				Metropolitan Lands				\$40
				R.K. Realities				\$40
				China Do				\$40
				Do. Debonaires S.				\$40
				Hampreys				\$40
				New Asia Hotel				\$40
				Asia Realities "A" S.				\$40
				Do. "B" S.				\$40
				Chinese Estates				\$40
Cotton Mills								
				Ewos				\$40
				Shah Cotton (old) S.				\$40
				Do. (new) S.				\$40
				Zong Sing				\$40
				Wing On Textile (S.)				\$40
				Public Utilities				\$40
				Tramways				\$40
				Pork Trams (old)				\$40
				Do. (new)				\$40
				Star Ferries				\$40
				Yamati Ferries				\$40
				China Lights (old)				\$40
				Do. (new)				\$40
				H.K. Electric				\$40
				Macao Do				\$40
				Sandakan Light				\$40
				Telephones (old)				\$40
				Do. (new)				\$40
				China Buses				\$40
				Tramways				\$40
				Do. (pref.)				\$40
Industrials								
				Malabon Sugars				\$40
				Cadbec				\$40
				Maogors (pref.) S.				\$40
				Canton Ice				\$40
				Cement (old)				\$40
				Do. (new)				\$40
Miscellaneous								
				Dairy Farms				\$40
				Der A. Wings				\$40
				Amusements				\$40
				Ch. E. Lamps				\$40
				Constructions (old)				\$40
				Do. (new)				\$40
				Laue Crawford				\$40
				Mackintosh				\$40
				Nanyang Tobacco				\$40
				Sincere				\$40
				W. A. Sons				\$40
				M. Grayhounds				\$40
				S. C. Enterprises				\$40
				United Theatres				\$40
				Ch. G. 5x1035 G. B. S.				\$40
				H.K. Govt. Loans				\$40
				Wallace Harper				\$40
				H.K. Wing On				\$40
				S'hai				\$40

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

China Fires, \$550.
H.K. Fires, \$245.
Douglas, \$40.
Antamoks, 67 cts.
Hotels, \$5.85.
Ewos, \$11.30.
Providents (old), \$1.70.
Trams, \$21.10.
Lights (old), \$83.
Lights (new), \$84.
Electric, \$724.
Cements, \$24.
Entertainments, \$74.
Constructions (new), 70 cts.
Sincere, \$9.
Gold & Bonds, 85%.
SELLERS
Underwriters, \$1.30.
Antamoks, 69 cts.
Baguio Gold, 38 1/2 cts.
Hotels, \$5.90.
Lands, \$59.
Providents (old), \$1.80.

U.S. PENSION SCHEME

Washington, June 18.
A pension scheme affecting over 1,000,000 railway employees, designed to increase employment by compulsory retirement, is embodied in legislation now awaiting the President's signature. The railway companies are required to contribute twice as much as the employees, whose payments, tentatively, are 2 per cent. of their earnings.—Reuter.

Trams, \$21.
Lights (old), \$83.
Telephones (old), \$24.30.
Telephones (new), \$12.40.
Cements, \$24.
SALES
Antamoks, 68 cts.
Hotels, \$5.80.
Lights (old), \$83.
Watsons, \$5.70.

NEW YORK STOCK AND COMMODITY QUOTATIONS

AMERICAN ORIENTAL FINANCE CORPORATION AND S. E. LEVY & CO.

New York, June 18.
The American Oriental Finance Corporation report through their New York agents, Messrs. E. A. Pierce & Co., states:—
Stocks:—The market still appears to be in a strong position and it seems as though prices might work somewhat higher before meeting with any impressive resistance.
Wheat:—Prices opened firm on higher cable advices. Later, commission-house selling encountered lack of support. Trade was light and small orders influenced the market easily in either way.
Cotton:—Prices moved higher following the opening on the advance on the Liverpool market and the possibility of unfavourable weather. Realizing then developed and the market is now largely a weather affair.
Silver:—Sales consisted of 5 lots only.

NEW YORK MID-DAY PRICES

The following mid-day prices were received yesterday from New York by Messrs. American Oriental Finance Corporation and S. E. Levy & Co.

		June 18		June 18		June 18	
		Close	Open	10.30	11.00	11.30	Mid-day
Sterling		5.05 1/2	5.04 1/2	5.04 1/2	5.04 1/2	5.04 1/2	5.04 1/2
Cotton: October		12.20	12.25	12.16	12.18	12.17	12.18
Cotton: December		12.31	12.35	12.29	12.28	12.28	12.30
Silver: September		45.38	45.15	45.15B	45.15	45.15B	45.15B
Silver: December		45.75	45.64	45.64	45.64	45.64	45.64
Rubber: September		14.01	13.95	13.99	13.98	13.98	13.97
Rubber: December		14.40	—	14.38	14.35	14.35	14.33
Wheat: September		94 1/4	94	—	94 1/4	94 1/4	94 1/4
Wheat: December		95 1/2	95 1/2	—	95 1/2	95 1/2	95 1/2
Corn: September		58 1/2	58 1/2	—	58 1/2	58 1/2	58 1/2
Corn: December		59 1/2	59 1/2	—	59 1/2	59 1/2	59 1/2

FURTHER QUOTATIONS

(THROUGH REUTERS')

American Oriental Finance Corporation and S. E. Levy & Company

New York, June 18.

June 15 June 16

Air Reduction 144 144

American Radiator 144 144

Bendix Aviation 164 164

Caterpillar Co. 274 274

Electric Automobile Co. 224 224

Gillette Safety Razor 104 104

McIntyre Porcupine 484 49

National Biscuit 364 364

Natl. Dairy Products 18 184

Oils Elevator 154 164

Standard Brands 204 214

COMMODITY PRICES

New York Cotton

July 11.93/93 12.75/75 13.77/77

Sept. 12.18/18 12.28/28 12.18/20

Oct. 12.28/28 12.40/40 12.30/31

Jan. 12.34/34 12.45/45 12.36/36

Mar. 12.44/44 12.56/56 12.47/47

May 12.55/55 12.65/65 12.58/58

Spot 12.15 12.15 12.15

New York Silver

July 45.10/11 45.05/05 45.05/05

Sept. 45.35/35 45.30/35 45.35/36

Oct. 45.45/45 45.40/45 45.45/45

Dec. 45.65/65 45.60/65 45.65/65

Jan. 45.75/75 45.70/75 45.75/75

Mar. 45.89/89 45.84/89 45.89/89

Total sales: 5 contracts

New York Rubber

July 13.57/57 13.75/75 13.77/77

Sept. 13.85/87 14.00/00 14.01/01

Oct. 13.99/99 14.12/12 14.13/13

Dec. 14.20/20 14.42/42 14.40/40

Jan. 14.37/37 14.68/68 14.57/57

Mar. 14.55/55 14.77/77 14.74/74

Total sales: 228 contracts

New York Silk

July 1.19 1.19 Market

Sept. 1.20 1.22 closed

Oct. 1.21 1.22 to-day

Dec. 1.21 1.22

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

The market to-day gave signs of an easier tendency, but most of the offerings were mainly in liquidation of Settlement accounts. Ewos, however, came better from Shanghai, and consequently became firmer locally at \$11.10 buyers.

SALES
Electric, \$724/724.
BUYERS
Hong Kong Banks, \$1,855.
Raubs, ex Div., \$14.10.
Wharves, \$109.
Ewo Cottons, \$11.10.
Hotels, \$5.90.
Hong Kong Lands, \$59.
Realities, \$5.30.
Chinese Estates, \$30.
Hong Kong Trams, \$21.15.
China Lights (Old), \$83.
China Lights (New), \$83.30.
Electric, \$724.
Telephones (Old), \$24.70.
Sincere, \$8.60.
Constructions (Old), \$14.
Constructions (New), 70 cents.
Govt. Loans (4 per cent) 8 1/2 per cent. Prem.
SELLERS
Hotels, \$5.
Telephones (New), \$12 1/2.
H.K. Ropes, \$4.85.

THE EXCHANGE MARKET

MESSRS. ROZA BROS. REPORT

Silver sales for account of India in London on Saturday last were absorbed by a small speculative demand. Prices were 19 11/16 and 19 1/2 for Ready and Forward respectively, both prices being down 1/8. The New York price was also slightly lower at 45.05 cents, the market being lifeless.

At the opening of the market in New York the rate for the pound was 5.05, closing at 5.05 1/2.

Lifeless. Business was limited to two or three transaction in the morning.

Sterling
Was on offer at the opening at 1/5 9/32 with buyers at 1/5 11/32, and 1/5 5/16 indicated as the selling rate. 1/55 5/16 was done to a very small extent, the market subsequently remaining without any inquiries whatsoever. A little after noon, the buying inquiry of 1/5 11/32 was renewed to a small extent and led to a couple of transactions. At the lunch hour there were sellers at 1/5 5/16 and buyers at 1/5 11/32, the possibility, however, of placing 1/5 11/32.

U.S. Dollars
Sellers at 36 1/2 to 36 7/16 at the opening with buyers at 36 1/2. The buying rate of 36 1/2 was difficult to place later, the market closing at the lunch hour with probably no better buyers than 36 9/16.

Shanghai Dollars
Business done at 110 1/2 in the Chinese market, but the rate offered in the market was lower, 110 1/2, possibly 110 5/16.

Shanghai Market
Quiet market. Sterling at 1/34 sellers 1/3 11/16 buyers and Dollars at 32 15/16 sellers, 33 buyers; and subsequently 1/16 higher.

IN THE AFTERNOON
The market in the afternoon was a little easier. Since business was done.

Sterling
Sterling was done at 1/5 11/32 for July followed by 1/5 5/16 for June, the market closing with buyers at those rates and sellers at 1/5 9/32 for June and 1/5 5/16 for July.

U.S. Dollars
Were done at 36 1/2 for July delivery. There were likely buyers at the close at 36 7/16 for June with sellers at 36 1/2.

Shanghai Market
The market for Dollars eased to 32 15/

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

M.S. "JEAN LABORDE"

ARRIVED HONG KONG ON
SUNDAY, 17TH JUNE,
1934.

From MARSEILLES, A.C.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Under- signed before Wednesday, 27th June, 1934, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Friday, the 22nd June, 1934.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by as in any case whatever.

R. OHL
Agent

Hong Kong, 17th June, 1934. [2645]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS.
LIMITED.FRANK LEITH, MIDDLESBRO',
ANTWERP, LONDON
AND STRAITS.

The Steamship "BENLAWEES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd June, 1934, will be subject to Rent.

All Claims against the Steamer must be presented to the Under- signed on or before the 7th July, 1934, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 21st instant, 1934, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong 16th June, 1934. [2640]

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE S.S. "DUISBURG"

having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless a Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Saturday, the 23rd June, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 22nd June, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before Monday, the 18th July, 1934, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 16th June, 1934. [2642]

PRINCE LINE.

NOTICE TO CONSIGNEES.

NEW YORK AND LOS ANGELES

THE Motor Vessel

"CHINESE PRINCE"

having arrived from the above Port on 15th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 21st instant, 1934, at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, 1934, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 4th Floor, King's Building, Cornmarket Road.

Hong Kong, 16th June, 1934. [2639]

What do
you want?

If there is anything
you want to buy or
sell, try a small
classified advertisement.

25 words \$1.00 prepaid
for 3 insertions.

THE ROYAL NAVY

Latest Appointments
Announced

(Special Air Mail Service)

London, June 2.

The following appointments were made by the Admiralty yesterday:—

Cdr.—A. C. G. Madden, to Rodney (on recom.).

Payr. Cdr.—J. R. Cundall, to Victory, as Asst. Supt. A.D.C. (June 18); and M. G. S. Cull, O.B.E., to Pembroke for course (July 4).

Lt.-Cdr.—W. J. Fricker, to P.S. in command (May 28); and C. W. G. M. Woodhouse, to Excellent (June 18).

Lt.-Cdr.—C. V. Green, to Calderon (June 4); R. V. James, to Vernon (June 19); and E. R. Gibson, to Alecto (July 6).

Payr. Lt.-Cdr.—A. R. P. Brown, to Sussex (on recom.); and V. E. Rusby, to Cormorant (June 18).

Lt.—K. D. Macphail, to Royal Sovereign (May 29); and S. H. Knight, M.B.E., to Defiance, and for command of Melpomene (June 5).

Lt.—M. C. Craigh-Osborne, to Keith (June 15).

Surgn. Lt.—M. A. Rugg-Gunn, to Challenger (June 18).

Sub-Lt.—E. O. Daniel, to Douglas (May 31).

Mids.—R. J. Erskine, P. J. Wyatt, and R. B. Lakin, to Valiant; D. H. Burke and A. P. C. Hopkinson, to Orion; M. R. Maund and V. L. Darbyshire, to Neptune; F. B. Brayne-Nicholls and J. A. Holdsworth, to Leander (June 15); J. S. Miller, A. R. J. St. Q. Nolan, P. U. Hayley, and M. R. North, to Rodney, on recom.; J. S. L. Crabb, R. M. B. Crarter, C. P. Adams, and G. M. T. Osborn, to Hood (July 26).

Payr. Mid.—J. S. Theobald, to Sussex (July 11).

Cd. Gunners.—E. C. R. Leppan (T), to Defiance and for command of Redwing (June 5); A. H. Pryce and E. C. C. Parkes, to Sussex (on recom.).

Cd. Sig. Bsn.—E. Dever, to St. Angelo (May 26).

Gunner.—L. I. Stonham, to Sussex (on recom.).

Cd. Gunners (1)—M. H. Bolley, to Ellingham (June 8); and H. Hewitt, to Cardiff (June 15).

Gunners.—R. A. Nivison, to Emerald (June 5); and W. J. G. B. Hayer (T), to Vernon for (T) course (June 3) and to Phaeton (June 17).

Wt. Tel.—H. S. M. Wilkins, to Revenge (on recom.).

Wt. Supply Officers.—C. J. R. Souhamy, to Boscawen (May 30); and F. G. Bazley, to Caledon (June 7).

Retirements.

Lt.-Cdr.—P. R. Bealey, placed on the Retd. List, at own request (May 29).

Cd. Supply Officers.—J. J. Kentis- beer, placed on the Retd. List, at own request, with rank of Payr. Lt. (S) (June 4).

FLAG LIST CHANGES

The Admiralty announce that the following retirements and promotions have been approved:—

Rear-Admiral, Cloudestley V. Robinson is placed on the retired list at his own request, to date May 31, 1934.

Captain Wellgood G. C. Maxwell, C.M.G., A.D.C., is promoted to Rear-Admiral, to date May 31, and placed on the retired list, June 1, 1934.

Captain Cecil N. Reine, A.D.C., is promoted to Rear-Admiral, to date June 1, and placed on the retired list, June 2, 1934.

Captain (Commodore, 2nd Class) Robert C. Davenport, A.D.C., is promoted to Rear-Admiral, to date June 2, 1934.

A Correspondent writes:—

A welcome flip to promotion to the Flag List is afforded by the retirement of Rear-Admiral Robinson, at his own request, for the time which captains have had to serve before reaching their turn for advancement has increased during recent months. By January, 1933, it had been brought down by a succession of voluntary retirements to 11½ years, but until to-day there have been eight captains at the top of their list with nearly 12 years. Three of them are now promoted, but it seems likely that the rest will have to serve for over 12 years as captains before being advanced.

Rear-Admiral Robinson, who will be 51 on June 10, has had nearly 28 years' service, and as a midshipman of the Orlando served with the Naval Brigade in China during the Boxer War of 1900. After promotion to Lieutenant

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

On	Sterling Parity	June 14.	June 16.
Amsterdam	18.10 Florins	7.43½	7.44½
Athens	375 Drachmas	527 S.	527 S.
Belgrade	276.316 Dinars	122	122
Bombay	20.43 Marks	13.27½	13.23
Berlin	1s. 6d. per Rupee	1/6 3/64	1/6 3/64
Brussels	35 Belgas	21.58	21.61
Bucharest	813.508 Lei	505	505
Buenos Aires	47.584 per Peso	36½ S.O.	36½ S.O.
Copenhagen	18.169 Kroner	22.39½	22.39½
Geneva	26.394 Francs	15.52	15.53
Helsinki	193.23 Marks	226½	226½
Hongkong	110 Escudos	1/5½	1/5½
Lisbon	25.22½ Pesetas	110	110
Madrid	99.46 Lira	36½	36½
Milan	50.864 per Peso	58 9/16	58 9/16
Montevideo	4.897 Dollars	38½ S.O.	38½ S.O.
Montreal	4.897 Dollars	5.00½	4.99½
New York	18.150 Kroner	5.04½	5.04½
Oslo	194.21 Francs	19.90½	19.90½
Paris	164.23 Kronen	76 11/32	76 11/32
Prague	24.932 per Gold	41 S.O.	41 S.O.
Rio de Janeiro	19.90½	1/3½	1/3½
Shanghai	18.150 Kroner	19.40	19.40
Stockholm	34.563 Schillings	27	27
Vienna	24.563 per Yen	1/2½	1/2½
Yokohama	24.563 per Yen	19½	19½
Silver (spot)		19 15/16	19 15/16
Silver (forward)		31½ 102 9/16	19½
War Loan		7½	

Closing Quotations

June 18, 1934

On	On
LONDON:—	New York:—
Telegraphic Transfer... 1/5	Bank Bills, on demand 3½
Bank Bills, on demand... 1/5	Credits, 60 days' sight... 3½
Bank Bills, 4 months'... 1/5	On demand... 3½
Credits, four months'... 1/5	On demand... 3½
On SHANGHAI:—	On demand... 5½
On demand... 109½	On demand... 5½
On SINGAPORE:—	On demand... 5½
On demand... 60½	On demand... 5½
On JAPAN:—	On demand... 5½
On demand... 119	On demand... 5½
On INDIA:—	On demand... 5½
Telegraphic Transfer... 1/5	On demand... 5½
Bank, on demand... 1/5	On demand... 5½
	On demand... 5½

BAR EXAMINATION

Siamese Prince
Successful

(Special Air-mail Service)

London, June 2.

Prince Chumbhot of Siam was amongst the students of the Inns of Court who passed in Constitutional Law and Legal History at the Trinity examination.

Count Dimitry Mihalovich Tolstoy and Sir De Villiers Graaf were successful in the Law of Contract and the Law of Tort.

Amongst those who passed the final examination were:—

The Earl of Drogheda, Sir James Holmes Henry, The Hon. David John Watson, second son of Lord Thankerton, Lord of Appeal.

Miss Doris Gertrude Bushnell, Miss Kathleen May Ingold, Miss Lucy Margaret Smith.

Twenty-six passes were gained by women (of whom three are married) in the various subjects.

from the Royal Yacht in 1903, he specialized in gunnery. During the early part of the War he was first and gunnery lieutenant-commander in the cruiser Achilles, Grand Fleet. As a commander he served in the Edgar in the Dardanelles and Eastern Mediterranean in 1915-17, and in 1918 was at the coastal motor-boat base at Osea. His first independent command was of the seaplane carrier Empress during the operations in the Black Sea in 1919. Promoted to captain in 1921 from the Local Defence Division. Admiralty he has since been Captain-in-Charge at Singapore, in command of the Constance on the America and West Indies Station, Naval Attaché at Tokyo, and in command of the Courageous and Flag Captain to the Rear-Admiral, Aircraft Carriers. On his promotion to flag rank 17 months ago he was selected for retention on the active list, but has not since been employed.

Rear-Admiral Maxwell is 51 and has had 37 years' service. He was in command of destroyers during the War, the Usk, Ure, Wear, and Harpy. In the first named he took part in the operations at Tientsin and at the Dardanelles. He was made C.M.G. for services as commander of the Australia in 1918. As a captain he has commanded Chatham Gunners School, the cruiser Ceres in the Mediterranean, the training establishment St. Vincent at Filton, and the battleship Valiant, Home Fleet, which he left in August last.

Rear-Admiral Reine is 52 and has had 39 years' service. He specialized in gunnery and served

KING RECEIVES
TWO MISSIONSNepal Decoration and
Bessemer Gold Medal

(Special Air Mail Service)

London, June 2.

The King's at Buckingham Palace recently received two missions.

The first was from Nepal, headed by Commanding General Bahadur Shumshere Jung Bahadur Rana, who came to London to invest the King with the newly established Nepalese Order of Rajanya.

The Order, the name of which means royalty, is confined to foreign rulers, and King George is the first to receive it.

The Nepalese general and members of his mission drove from their headquarters in Hyde Park Square to Buckingham Palace in semi-State closed landaus, with royal footmen and coachmen in scarlet liveries. The general wore Nepalese uniform.

The King also received four members of the Iron and Steel Institute, who presented to him the Bessemer gold medal.

They were Mr. W. R. Lyaght, president of the Institute; Sir Robert Hadfield, Sir Harold Carpenter, and Mr. Hediam-Morley.

The Bessemer Medal was instituted in 1873 by Sir Henry Bessemer for annual award to distinguished benefactors to the industry.

King George is the third monarch to receive it. Queen Victoria received the medal in 1899 and King Edward in 1905.

during the War in H.M.S. Dreadnought in 1914-16 as gunnery officer, and in 1918-19 as commander. He was promoted to captain in 1922 after being squadron gunnery officer, Reserve Fleet, and has since been Flag Captain in the 2nd Cruiser Squadron, Second Member of the New Zealand Naval Board, Senior Officer of the Reserve Fleet at the North and at Devonport, and in command of the cruiser Berwick in China.

PRESIDENT LINERS
TOURIST CLASSTravel on Famous President Liners
at New Low Cost!

There is no reason now why even the thriftiest person may not travel on large, fast President Liners. The new Tourist Class brings these celebrated liners to you at fares that are comparable with the very lowest. See the comfortable outside waterbeds and the ample deck space. Ask to look at some menus... Then buy your ticket "President Liner Tourist Class."

To SAN FRANCISCO 18 Days To VICTORIA, SEATTLE 47 Days

via Shanghai, Kobe, Yokohama, Honolulu

Fortnightly sailings

Pres. Lincoln... July 4, 8 a.m.
Pres. Coolidge... July 14, 8 a.m.
Pres. Cleveland... Aug. 1, 8 a.m.
Pres. Hoover... Aug. 11, 8 a.m.

Pres. Grant... July 7, 8 a.m.
Pres. Jackson... July 21, 8 a.m.
Pres. Jefferson... Aug. 4, 8 a.m.
Pres. McKinley... Aug. 18, 8 a.m.
Pres. Grant... Sept. 1, 8 a.m.

Pres. Johnson... June 23, 8 a.m.
Pres. Monroe... July 7, 8 a.m.
Pres. Van Buren... July 21, 8 a.m.
Pres. Garfield... Aug. 4, 8 a.m.
Pres. Polk... Aug. 18, 8 a.m.

Pres. Johnson... June 23, 8 a.m.
Pres. Lincoln... June 28, 8 a.m.
Pres. Grant... June 30, 8 p.m.
Pres. Coolidge... July 5, 9 p.m.
Pres. Monroe... July 7, 8 a.m.

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Pres. Johnson... June 23, 8 a.m.
Pres. Lincoln... June 28, 8 a.m.
Pres. Grant... June 30, 8 p.m.
Pres. Coolidge... July 5, 9 p

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW, HOIHOW	On 19th June, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 19th June, 3 p.m.
SWATOW, AMOI & SHANGHAI	On 20th June, 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	On 22nd June, 3 p.m.
HOIHOW & BANGKOK	On 23rd June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 24th June, 3 p.m.
SWATOW & BANGKOK	On 24th June, 4 p.m.
FOOCHOW, SHANGHAI, DAIRIN & NEWHONG	On 24th June, 5 p.m.
SWATOW, FOOCHOW, WEIMAIWEI, CHEFOO & TIENTSIN	On 25th June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 26th June, 3 p.m.
AMOI & SHANGHAI	On 27th June, 5 p.m.
HOIHOW & BANGKOK	On 28th June, 3 p.m.
SWATOW & BANGKOK	On 29th June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 1st July, 4 p.m.
FOOCHOW, SHANGHAI, DAIRIN & NEWHONG	On 1st July, 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 1st July, 5 p.m.
AMOI & SHANGHAI	On 2nd July, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	On 4th July, 5 p.m.
HOIHOW & BANGKOK	On 6th July, 3 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
Telephone 30331.
Cargo and baggage can be insured at the office of BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE-TAIPING (J. L. BURNERS)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED
Enjoy Four Short Leases in Australia and New Zealand, Hong Kong, Sydney—19 Days

FIRST CLASS FARE TO SYDNEY 278 RETURN
LONDON (via Australia) from 2128-15-0

(Australian Newspaper on file)

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	In Port	3 July	23 July	8 Aug.
TAIPING	10 July	20 July	24 Aug.	9 Sept.
CHANGTE	10 Aug.	21 Aug.	24 Sept.	7 Oct.
TAIPING	11 Sept.	21 Sept.	24 Oct.	7 Oct.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD COPENHAGEN

The M.S. "JAVA"

on or about 24th June, 1934

For SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG, COPENHAGEN, STETTIN, Gdynia and other SCANDINAVIAN & BALTI PORTS.

OUTWARD	HOMEWARD
M.S. "MALAYA" on or about 19th July	M.S. "AFRIKA" on or about 20th July
M.S. "AFRIKA" on or about 28th June	M.S. "DANMARK" on or about 29th Aug.
M.S. "DANMARK" on or about 28th June	M.S. "SIAM" on or about 30th Sept.

Optional Bill of Lading issued to United Kingdom Ports.
All vessels have excellent passenger accommodation (1st class only)
Passenger fares Hongkong/Europe 255 to 280.

HONG KONG/BANGKOK SERVICE
maintained by the Fast Motor Vessels
M.S. "RINTANG" M.S. "MUINAM"
m.s. "Muinam" leaving for Bangkok via Swatow on or about 6th JULY, due Bangkok on or about 12th JULY.

For further particulars, please apply to—
JOHN MANNERS & CO., LTD.
Telephone 24071. Agents: MINGAPOLE BANK BUILDING.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "CHINESE PRINCE" June 25th
M.V. "SILVEREYEW" July 7th
M.V. "JAVANESE PRINCE" July 21st

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (OF FAR EAST) LTD.

(Incorporated in Great Britain.)

Telephone: 23185. Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

S.S. "HAIHING" on TUESDAY, 19th JUNE, 3 P.M.
S.S. "HAINING" on FRIDAY, 22nd JUNE, 4 P.M.
S.S. "HAIYANG" on TUESDAY, 26th JUNE, 3 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

S.S. "SEISTAN" on WEDNESDAY, 20th JUNE.
Arrivals and Departures from the Company's Wharf (Near Blake Pier)
ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., LTD.

Tel. 28067 and 28038 General Managers. P. & O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.
An Hui, B. & S., June 19.
Hai Ching, Douglas, June 19.
Tainan, B. & S., June 20.
Hai Ning, Douglas, June 22.
Kiung Chow, B. & S., June 22.
Hai Yang, Douglas, June 23.
Tai Yuan, B. & S., June 27.
Hupei, B. & S., June 29.
Takada, B.I. (Apar), June 29.
Kam Sang, Jardine's, July 19.
Chefoo.
Hop Sang, Jardine's, June 21.
Bahay.
Bochum, Jebson's, June 22.
Patroclus, B. & S., June 22.
Mecklenburg, Jebson's, June 23.
Teau, B. & S., June 24.
Rheinland, Jebson's, June 25.
Trier, Melchers', June 29.
Helenus, B. & S., June 30.
Foochow.
Hai Ching, Douglas, June 19.
Hop Sang, Jardine's, June 21.
Hai Ning, Douglas, June 22.
Teau, B. & S., June 24.
Hai Yang, Douglas, June 25.
Mankow.
Agapenor, B. & S., July 3.
JAPAN (Direct).
Tyndarus, B. & S., June 21.
Kano Maru, N.Y.K., June 22.
Mecklenburg, Jebson's, June 23.
Ixion, B. & S., July 12.
Kum Sang, Jardine's, July 19.
Newchwang.
Teau, B. & S., June 24.
Otau.
Bhutan, P. & O., June 23.
Behar, P. & O., July 7.
Trollus, B. & S., July 16.
Shanghai and Japan.
Tsuta Maru, N.Y.K., June 20.
Yasukuni Maru, N.Y.K., June 20.
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Rheinland, Jebson's, June 25.
Ranchi, P. & O., June 25.
Afrika, Mannen's, June 29.
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Tai Yin, Dodwell's, July 18.
Tyndarus, B. & S., June 21.
Ixion, B. & S., July 12.

Tsuta Maru, N.Y.K., June 20.
Emp. of Canada, C.P.S., June 29.
Pres. Lincoln, Dollar's, July 4.

Tsuta Maru

SPECIAL ALL INCLUSIVE RATES

In response to many requests by patrons, the Canadian Pacific are now issuing to Europe-bound passengers from the Orient and Honolulu inclusive price tickets across Canada. A variety of tickets is available in connection with selected Empress arrivals in Vancouver. Some tickets cover the through journey without stopovers. Others include stopovers at such world famous resorts as Banff Springs Hotel in the Canadian Rockies. All tickets include meals en route, transfer and sleepers. Where side trips or stopovers are included in ticket, the all-expense rate covers rooms and meals.

Examples of various tours and the sailings in conjunction with which they are operated are as follows:—

Leave Hongkong	Emp. of Canada	Emp. of Russia	Emp. of Japan
Arrive VANCOUVER	July 18	July 30	Aug. 14
Leave VANCOUVER	July 19	July 31	Aug. 14
Arrive BANFF	July 20	Aug. 1	Aug. 14
Leave BANFF	July 21	Aug. 2	Aug. 14
Arrive TORONTO	July 22	Aug. 3	Aug. 14
Leave TORONTO	July 23	Aug. 4	Aug. 14
Arrive NIAGARA FALLS	July 24	Aug. 5	Aug. 14
Leave NIAGARA FALLS	July 25	Aug. 6	Aug. 14
Arrive TORONTO	July 26	Aug. 7	Aug. 14
Leave TORONTO	July 27	Aug. 8	Aug. 14
Arrive MONTREAL	July 28	Aug. 9	Aug. 14
Leave MONTREAL	July 29	Aug. 10	Aug. 14
Arrive QUEBEC	July 30	Aug. 11	Aug. 14
Leave QUEBEC	July 31	Aug. 12	Aug. 14
Arrive GLASGOW	Aug. 1	Aug. 13	Aug. 14
Leave GLASGOW	Aug. 2	Aug. 14	Aug. 14
ALL INCLUSIVE FARE	2 11/10	2 11/10	2 11/10
From	Tourist and Cabin 2 11/10	Tourist and Cabin 2 11/10	Tourist and Cabin 2 11/10

REDUCED SUMMER FARES

To
JAPAN—HONOLULU—CANADA
U.S.A. AND MANILA

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 30752. CACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TATSUTA MARU ... Wednesday, 20th June.
ASAMA MARU ... Wednesday, 4th July.
CHICHIBU MARU ... Wednesday, 1st Aug.

SEATTLE & VANCOUVER.

HEIAN MARU ... (Starts from Kobe) Tuesday, 26th June.
HIKAWA MARU ... (Starts from Kobe) Monday, 18th July.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.

HARUNA MARU ... Saturday, 23rd June.
KATORI MARU ... Saturday, 7th July.
KASHIMA MARU ... Saturday, 21st July.

SYDNEY & MELBOURNE via Manila and Porto.

ATSUTA MARU ... Saturday, 23rd June.
KAMO MARU ... Saturday, 28th July.

BOMBAY via Singapore, Penang and Colombo.

TOTTORI MARU ... Friday, 29th June.
TANGO MARU ... Wednesday, 11th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Monday, 30th July.

NEW YORK via Panama.

TAKEUCHI MARU ... Friday, 20th July.
LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

CALCUTTA via Singapore, Penang and Rangoon.

TOKUSHIMA MARU ... Friday, 29th June.
BENGAL MARU ... Saturday, 7th July.

SHANGHAI, KOBE & YOKOHAMA.

YASUKUNI MARU ... Wednesday, 20th June.
KAMO MARU (Nagasaki direct) ... Friday, 22nd June.
GINYO MARU ... Thursday, 28th June.

† Cargo only.

NIPPON YUSEN KAISHA.



FRENCH MAIL STEAMERS.

MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To SHANGHAI—KOBE.
ANDRE LEBON ... 19th June	FELIX ROUSSEL ... 29th June
JEAN LABORDE ... 2nd July	CHENONCEAUX ... 15th July
FELIX ROUSSEL ... 17th July	D'ARTAGNAN ... 29th July
CHENONCEAUX ... 31st July	ATHOS II ... 13th Aug.
D'ARTAGNAN ... 14th Aug.	ARAMIS ... 24th Aug.
ATHOS II ... 28th Aug.	ANDRE LEBON ... 6th Sept.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:—

C/o. The MESSAGERIES MARITIMES.

Telephone 3001.

8 Queen's Building, 13

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 10,100 TONS.
THROUGH CARGO 13,800 TONS

The returns shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for H.K.	Through Ports
Kwai Sang, Canton	—	428
Sinkiang, Canton	—	646
Kaltuna, Saigon	1,600	—
Lyeemoon, Saigon	2,500	—
Kwangtung, Hoihow	879	526
Change, Manila	1,148	347
Hong Kheng, Singapore	262	1,530
Tainan, Amoy	80	280
Kwetchow, Amoy	1,500	200
Norwegian, Hiram	—	—
Swatow	400	—
Norviken, Swatow	800	1,700
French, Jean Laborde, Saigon	152	288
Japanese, Tatsuno Maru, Keelung	—	197
Delagoa Maru, Singapore	311	7,078
Chinese, Voo Yang, Swatow	500	700
Total	10,132	13,896

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—
Sinkiang (Br.), Saigon ... 41
Lyeemoon (Br.), Saigon ... 387
Kwangtung (Br.), Hoihow ... 128
Hong Kheng (Br.), Singapore ... 455
Tainan (Br.), Amoy ... 88
Hiram (Nor.), Swatow ... 24
Norviken (Nor.), Swatow ... 87
Jean Laborde (Fr.), Saigon ... 42
Voo Yang (Ch.), Swatow ... 32
Total ... 1,284

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
Norwegian	2	2
French	1	1
Japanese	2	2
Chinese	1	0
Total	15	11

ARRIVALS

JUNE 17TH.

Delagoa Maru, Japanese str., 4,373 tons, Captain C. Sakurai, from Singapore, Kowloon Wharf—N. Y. K.
Kwai Sang, British str., 1,435 tons, Captain M. Costello, from Canton, buoy No. B2—Jardine Matheson & Co.
Kaltuna, British str., 1,208 tons, Captain T. B. Robertson, from Saigon, buoy No. B10—W. H. Lamson & Co.
Change, British str., 2,579 tons, Captain F. C. Gambrell, from Manila, Holt's Wharf—Butterfield & Swire.
Hong Kheng, British str., 3,975 tons, Captain D. M. Hood, from Rangoon via Singapore, buoy No. A5—Ho Thong & Co.
Tainan, British str., 2,100 tons, Captain C. H. Jones, from Amoy, buoy No. B21—Butterfield & Swire.
Kwetchow, British str., 1,221 tons, Captain L. V. Rowe, from Amoy, buoy No. C5—Butterfield & Swire.
Tijssara, Dutch str., 4,394 tons, Captain J. Naerebout, from Amoy, buoy No. A2—J. C. J. Line.

JUNE 18TH.

Kwangtung, British str., 1,572 tons, Captain D. D. Richards, from Hoihow, buoy No. B20—Butterfield & Swire.
Serookerk, Dutch str., 4,049 tons, Captain Leules, from Shanghai, buoy No. A3—J. C. J. Line.

SHIPS IN HARBOUR

Wharves
Kowloon:—Benlawers, Delagoa Maru.
Holt's:—Calchas, China Merchants;—Voo Yang, Jardine Matheson's;—Norviken, Douglas Laprak;—Hoi Ching, Salkong;—Tin Seng, Chiu On;—Hydrangea.

Docks

Kowloon:—Ardent, Athel Monarch.
Talkoo:—H.M.S. Proteus, Tatsuta Maru, Klungchow, Chinese Prince, Kronviken, Fatsahan.

Buoys

No. A2—Tijssara.
No. A4—Cape St. Francis.
No. A5—Hong Kheng.
No. A7—Tatsuno Maru.
No. A9—Kronviken.
No. A11—Bosworth.
No. A12—Tai Ping.
No. B2—Kwai Sang.
No. B3—Anhui.
No. B4—Batthor.
No. B5—Hero.
No. B6—Canton.
No. B8—Hop Sang.
No. B9—Hiram.
No. B10—Kaltuna.
No. B11—G. G. Paul Doumer.
No. B12—Fingal.
No. B13—Wong Shek Kung.
No. B14—Sinkiang.
No. B15—Kwai Yang.
No. B16—Prosper.
No. B18—Lyeemoon.
No. B20—Kwangtung.
No. B21—Tainan.
No. C1—Graciosa.

CLEARANCES

JUNE 18TH.

Tatsuno Maru, for New York.
Hop Sang, for Canton.
Hydrangea, for Swatow.
Delagoa Maru, for Moji.
Tainan, for Canton.
Hong Kheng, for Swatow.
Tai Ping, for New York.
Sensan Maru, for Takao.
Hop Sang, for Canton.

Lyeemoon, British str., 1,734 tons, Captain E. Holmes, from Saigon, buoy No. B18—Wo Fat Sing.
Sinkiang, British str., 1,646 tons, Captain J. S. G. Brown, from Canton, buoy No. B14—Butterfield & Swire.
Laganbank, British str., 3,418 tons, Captain H. Burch, from Manila, buoy No. A15—Bank Line.

Calchas, British str., 6,313 tons, Captain Power, from Singapore, Holt's Wharf—Butterfield & Swire.
Tatsuno Maru, Japanese str., 4,265 tons, Captain S. Nakashima, from Keelung, buoy No. A7—N. Y. K.

Norviken, Norwegian str., 1,778 tons, Captain R. Jensen, from Swatow, West Point Wharf—J.M. & Co.
New Mathilde, British str., 842 tons, Captain D. Thomas, from Pakhri, Stonecutters—Y.K. Tai & Co.

Sui Sang, British str., 1,983 tons, Captain C. M. Boas, from Moji, Kowloon Wharf—J. M. & Co.
Semiramis, Dutch str., 3,379 tons, Captain H. J. Coersen, from Newchwang, Talkoo Dock—A. P. C.

Cape St. Francis, British str., 2,179 tons, Captain A. S. Gordon, from Singapore, buoy No. A4—Kon Nam & Co.
Tai Ping, Norwegian str., 3,868 tons, Captain J. A. Jensen, from Manila, buoy No. A12—Dodwell & Co.

SHIPPING MOVEMENTS

The (Mackinnon, Mackenzie & Co., Agents), H.I. & Aparar s.s. Shirala will leave Amoy for this Port on the 22nd instant p.m. and is due here on the 23rd instant p.m.

The (Canadian Pacific Steamships, Limited), R.M.S. Empress of Canada left Kobe on the 17th June (Sunday) at 6 p.m., is due at Shanghai on the 19th June (Tuesday) at 5 p.m., leaves Shanghai for Hong Kong on the 20th June (Wednesday) at 1.30 p.m.

The (Canadian Pacific Steamships, Limited), R.M.S. Empress of Asia left Shanghai on the 17th June (Sunday) at 11.30 p.m., is due at Nagasaki on the 19th June (Tuesday) at 7 a.m., leaves Nagasaki on the same day at 4 p.m., leaves Kobe on the 21st June (Thursday) at 3 p.m., leaves Yokohama on the 23rd June (Saturday) at 3 p.m.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, KENYA, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"BHUTAN"	6,600	23rd June	Bombay, Mar. Har. L'don. H'bg, K'm, A'wep. & Hull.
"KAMAL-UL-HIND"	12,000	30th June	Bombay, Mar. Har. L'don.
"REHAR"	6,000	7th July	Bombay, Mar. Har. L'don.
"BAJPUTANA"	17,000	14th July	Bombay, Mar. Har. L'don.
"SOUDAN"	6,700	21st July	Bombay, Mar. Har. L'don.
"RANCHI"	17,000	28th July	Bombay, Mar. Har. L'don.
"CARHAGE"	15,000	11th Aug.	Bombay, Mar. Har. L'don.
"BURDWAN"	8,000	18th Aug.	Bombay, Mar. Har. L'don.
"KAMPURA"	17,000	25th Aug.	Bombay, Mar. Har. L'don.
"CORFU"	15,000	8th Sept.	Bombay, Mar. Har. L'don.
"SOMALI"	7,000	15th Sept.	Bombay, Mar. Har. L'don.
"MANTUA"	11,000	22nd Sept.	Bombay, Mar. Har. L'don.
"RAWALPINDI"	17,000	6th Oct.	Bombay, Mar. Har. L'don.
"BANGALORE"	8,000	13th Oct.	Bombay, Mar. Har. L'don.
"COMORIN"	15,000	20th Oct.	Bombay, Mar. Har. L'don.

* Cargo only. † Calla Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SHIRALA"	8,000	22nd June	Singapore, Penang & Calcutta
"SHIRAHANA"	8,000	29th July	do.
"TAKADA"	8,000	22nd July	do.

† Calla Rangoon. * Calla Port Swettenham.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,400	30th June	Manila, Batani, Brisbane
"NELLORIE"	7,000	2nd Aug.	Manila, Batani, Brisbane
"TANDA"	7,000	2nd Sept.	Manila, Batani, Brisbane

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"RANCHI"	17,000	28th June	Shanghai, Kobe & Yokohama
"TAKADA"	8,000	29th July	Shanghai, Kobe & Yokohama
"NELLORIE"	7,000	2nd Aug.	Shanghai, Kobe & Yokohama
"BURDWAN"	8,000	15th Aug.	Shanghai, Kobe & Yokohama
"CARHAGE"	15,000	1st July	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	12th July	Shanghai, Kobe & Yokohama
"BAJPUTANA"	17,000	28th July	Shanghai, Kobe & Yokohama
"SANTHA"	1,000	27th July	Shanghai, Kobe & Yokohama
"TANDA"	7,000	2nd Aug.	Shanghai, Kobe & Yokohama
"SOMALI"	7,000	7th Aug.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	8th Aug.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	10th Aug.	Shanghai, Kobe & Yokohama
"MANTUA"	11,000	22nd Aug.	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	24th Aug.	Shanghai, Kobe & Yokohama
"NANKIN"	7,400	30th Aug.	Shanghai, Kobe & Yokohama
"RAWALPINDI"	17,000	6th Sept.	Shanghai, Kobe & Yokohama
"BANGALORE"	8,000	13th Sept.	Shanghai, Kobe & Yokohama
"COMORIN"	15,000	20th Sept.	Shanghai, Kobe & Yokohama
"BHUTAN"	6,600	23rd Oct.	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Funks. Tourist Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 80 lb. will be received at the Company's Office up to Noon on the day previous to sailing. For Further Information, Passage Fare, Freight, Handbooks, etc. apply to

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SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good passenger accommodation.)

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M.V.	From Hongkong (about)	Destination
"TAMARA"	2nd July	Manila, Batani, Brisbane
"PEIPING"	2nd Aug.	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane
	27th July	Manila, Batani, Brisbane

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S.S. "CITY OF WINDSOR" ... Havre, London, Rotterdam & Hamburg ... 8th July

S.S. "CITY OF ROUBAIX" ... Havre, London, Rotterdam & Hamburg ... 8th Aug.

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S.S. "TINHOU" ... 31st July

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